



Department
for Environment
Food & Rural Affairs

**Draft noise action plan:
agglomerations (urban areas)
Environmental Noise (England)
Regulations 2006, as amended**

October 2018



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Executive summary

This Action Plan has been developed by the Department for Environment, Food and Rural Affairs (Defra) as the Competent Authority for preparing and adopting this Action Plan under the terms of the Environmental Noise (England) Regulations 2006 ('the Regulations'). The Regulations implement the Environmental Noise Directive in England.

The Environmental Noise Directive requires, on a five year cycle:

- The determination, through noise mapping, of exposure to environmental noise from major sources of road, rail and aircraft noise and in urban areas (known as agglomerations)
- Provision of information to the public on environmental noise and its effects.
- Adoption of Action Plans, based upon the noise mapping results, which are designed to manage environmental noise and its effects, including noise reduction if necessary.
- Preservation of environmental noise quality where it is good, particularly in urban areas

This Action Plan applies to relevant authorities within the 65 Environmental Noise Directive agglomerations¹ that were covered by the third round of strategic noise mapping, undertaken during 2017. It accompanies two additional Action Plans, which are being published at the same time, covering the management of noise from road and railway sources. Responsibility for preparing airport Action Plans rests with the relevant airport operators.

In line with the government's policy on noise, this Action Plan aims to promote good health and good quality of life (wellbeing) through the effective management of noise. It is intended that this Action Plan will assist the management of environmental noise in the context of government policy on sustainable development. This means that those authorities responsible for implementing this Action Plan will need to balance any potential action to manage noise with wider environmental, social and economic considerations, including cost effectiveness.

This Action Plan will be relevant to the various highway and rail authorities responsible for transport in the agglomerations, local authorities in agglomerations, including those with environmental, transport and planning responsibilities, and interested members of the public.

¹ An agglomeration is an urban area with a population in excess of 100,000 persons and a population density equal to or greater than 500 people per km².

It has been estimated that the approximate number of people immediately associated with the Important Areas identified through the process described in this Action Plan for the 65 agglomerations, with respect to road and rail noise, is around 130,000 and 13,000. This is expected to correspond to about 140 and 50 entirely new Important Areas. The equivalent figures covering Important Areas for major roads and major railways outside agglomerations can be found in the Roads and Railways Action Plans, which also describe the process used to identify them.

Glossary and definition of acronyms, abbreviations and terms

A glossary of acoustical and technical terms is at **Appendix A**.

Table 1: Glossary and definition of acronyms, abbreviations and terms

Term	Definition
Agglomeration	An area having a population in excess of 100,000 persons and a population density equal to or greater than 500 people per km ² and which is considered to be urbanised.
Competent Authority	Defra (Department for Environment, Food and Rural Affairs)
Regulations	The Environmental Noise (England) Regulations 2006, as amended
Round 1	The noise mapping which took place in 2007 and the subsequent Action Plans that were adopted in 2010
Round 2	The noise mapping which took place in 2012 and the subsequent Action Plans that were adopted in January 2014.
Round 3	The noise mapping that took place in 2017 and this Action Plan

Part A: General issues

1. Policy and legal context

- 1.1 This Action Plan has been developed by the Department for Environment, Food and Rural Affairs (Defra) as the Competent Authority under the terms of the Environmental Noise (England) Regulations 2006, as amended ('the Regulations'). The Regulations implement the Environmental Noise Directive (2002/49/EC) in England. Noise is a devolved matter and the END is implemented separately within the Devolved Administrations.
- 1.2 On 23rd June 2016, the EU referendum took place and the people of the United Kingdom voted to leave the European Union. Until exit negotiations are concluded, the UK remains a full member of the European Union and all the rights and obligations of EU membership remain in force. During this period the government will continue to negotiate, implement and apply EU legislation. The outcome of these negotiations will determine what arrangements apply in relation to EU legislation in future once the UK has left the EU.
- 1.3 While noise is a natural consequence of a mature and vibrant society, it can have serious implications for human health, quality of life, economic prosperity and the natural environment. The World Health Organisation (WHO) recognises environmental noise as the second largest environmental health risk in Western Europe behind air quality². It causes sleep disturbance, annoyance and there is growing evidence that long-term exposure to high levels of environmental noise is associated with illnesses like heart attacks and strokes³. Noise, in the context of the Environmental Noise Directive, mainly consists of noise from transport such as road, rail and aviation, and in urban areas (agglomerations).
- 1.4 The government's policy on noise is set out in the Noise Policy Statement for England. The Noise Policy Statement for England's vision is to:

"Promote good health and a good quality of life through the effective management of noise within the context of government policy on sustainable development."

Its aims are to

- avoid significant adverse impacts on health and quality of life;

² http://www.euro.who.int/_data/assets/pdf_file/0008/136466/e94888.pdf, 2011.

³ For summary see: http://www.noiseandhealth.org/article.asp?issn=1463-1741;year=2015;volume=17;issue=75;spage=57;epage=82;auiast=Basner;aid=NoiseHealth_2015_17_75_57_153373.

- mitigate and minimise adverse impacts on health and quality of life; and
- where possible, contribute to the improvement of health and quality of life.

1.5 The Noise Policy Statement for England provides the policy framework to assist the implementation of the Environmental Noise Directive and the Regulations. Whilst the Noise Policy Statement for England is not legislation and local authorities are not legally bound by it, Defra has an expectation that local authorities will take it into account in relevant situations.

1.6 The Environmental Noise Directive seeks to manage the impact of environmental noise through strategic noise mapping and the preparation and implementation of noise Action Plans. In particular the Environmental Noise Directive requires, on a five year cycle:

- The creation of **strategic noise maps** which estimate people’s exposure to environmental noise from road, rail and aviation.
- Adoption of **action plans** based on the results of noise mapping data, which are designed to manage environmental noise and its effects, including noise reduction if relevant.
- **Preservation of environmental noise quality** where it is good, particularly in urban areas.
- **Provision of information to the public** on environmental noise and its effects.

1.7 Under the terms of the Environmental Noise Directive, the Department for Environment, Food and Rural Affairs has recently completed the third round of strategic noise mapping, the results of which underpin this Action Plan.

1.8 Table 2 below lists the 65 agglomerations, which have not changed from those mapped in the second round of strategic noise mapping.

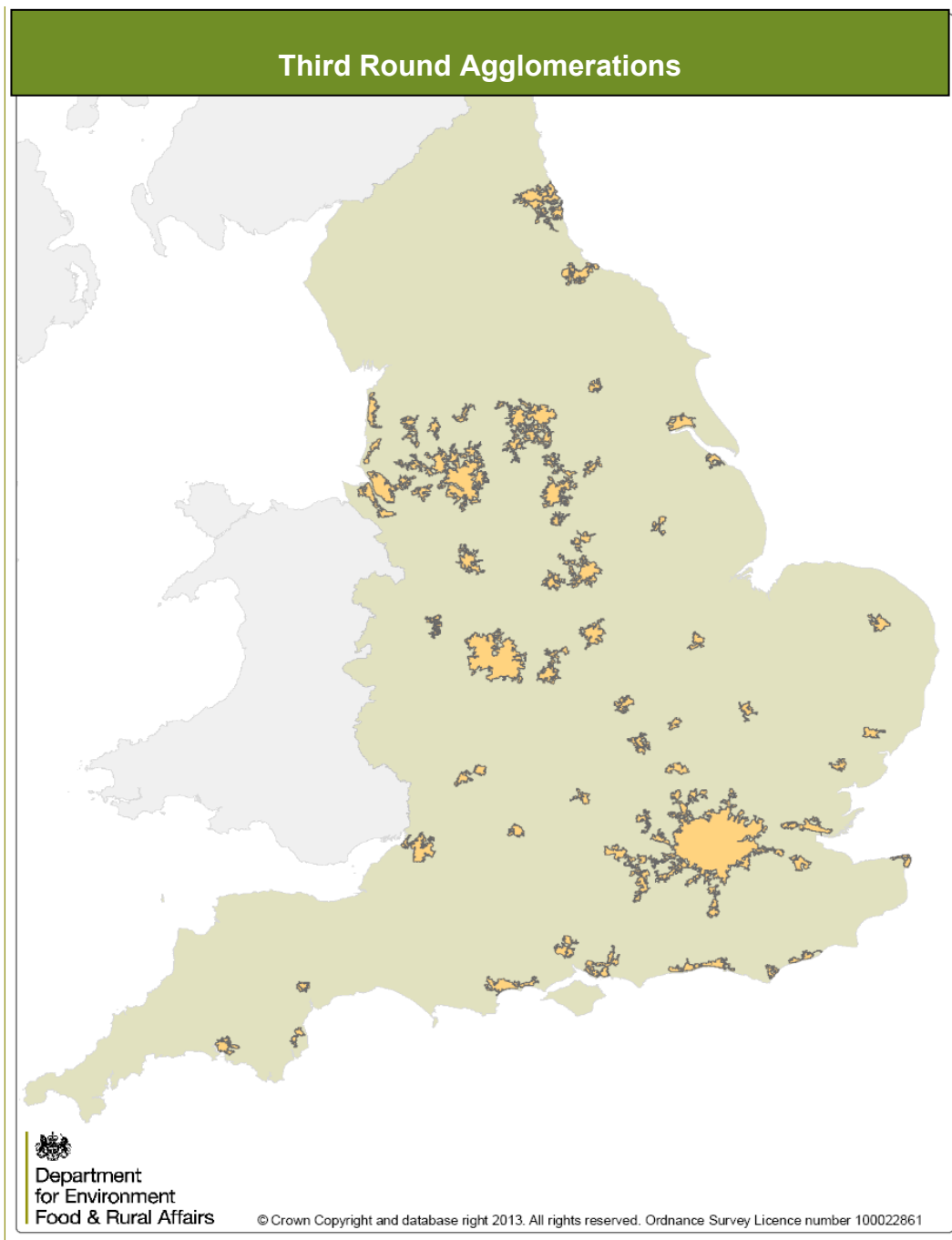
Table 2: The 65 agglomerations in England, to which this Action Plan applies

Agglomeration name	
Aldershot Urban Area	Mansfield Urban Area
Basildon/North Benfleet	Milton Keynes Urban Area
Bedford/Kempston	Northampton Urban Area
Birkenhead Urban Area	Norwich Urban Area
Blackburn/Darwen	Nottingham Urban Area

Blackpool Urban Area	Nuneaton Urban Area
Bournemouth Urban Area	Oxford
Brighton/Worthing/Littlehampton	Peterborough
Bristol Urban Area	Plymouth
Burnley/Nelson	Portsmouth Urban Area
Cambridge Urban Area	Preston Urban Area
Cheltenham/Charlton Kings	Reading/Wokingham
Chesterfield/Staveley	Sheffield Urban Area
Colchester	Slough Urban Area
Coventry/Bedworth	Southampton Urban Area
Crawley Urban Area	Southend Urban Area
Dearne Valley Urban Area	Southport/Formby
Derby Urban Area	St Albans/Hatfield
Doncaster Urban Area	Sunderland Urban Area
Eastbourne	Swindon
Exeter	Teesside
Gloucester Urban Area	Telford Urban Area
Greater London Urban Area	Thanet
Greater Manchester Urban Area	The Medway Towns Urban Area
Grimsby/Cleethorpes	The Potteries
Hastings/Bexhill	Torbay
High Wycombe Urban Area	Tyneside

Ipswich Urban Area	Warrington Urban Area
Kingston upon Hull	West Midlands Urban Area
Leicester Urban Area	West Yorkshire Urban Area
Lincoln Urban Area	Wigan Urban Area
Liverpool Urban Area	York
Luton/Dunstable	

Figure 1: Map showing the approximate location of Environmental Noise Directive agglomerations



- 1.9 Figure 1 shows the approximate location of the agglomerations. Appendix B, which will be published alongside the final version of this Action Plan, will list the local authorities falling wholly or partly within each agglomeration.
- 1.10 Two complementary Action Plans are being published covering the management of noise from road and railway sources⁴.

⁴ The 'Noise Action Plan: Roads' and 'Noise Action Plan: Railways' can be viewed at www.gov.uk/defra.

2. Scope of this Action Plan

- 2.1 This Noise Action Plan is designed to address the management of noise issues and effects from road and railways in the 65 agglomerations in England under the terms of the Regulations.
- 2.2 This Action Plan covers those roads and railways in the 65 agglomerations that were included in the Round 3 noise mapping. It also provides further detail about the process to be followed to enable the formal identification of quiet areas in the agglomerations. Information about noise from industry and aircraft can be found in Parts D and E respectively.
- 2.3 When identifying possible actions, account should be taken of the principles that already exist in current legislation and guidance. A glossary of acoustical and technical terms can be found at **Appendix A**.

3. Implementing this Action Plan

- 3.1 The responsibility for the management of noise from road and railway sources lies with various authorities including the Department for Transport and the relevant transport authorities, as explained further in the respective plans for those noise sources. Further details on the implementation process, including roles and responsibilities, are available in the road and rail action plans. The implementation of this Action Plan forms part of their existing responsibilities in this area.

4. Monitoring and review

- 4.1 Defra will monitor the progress of this Action Plan through liaison with the authorities responsible for implementation. The Regulations require that this Action Plan be reviewed at least once every five years.
- 4.2 Defra will continue to develop, agree and disseminate good practice approaches and methodologies through the Interdepartmental Group on Costs and Benefits noise subject group (IGCB(N)) to support the policy appraisal of noise. Further information is available from <http://www.gov.uk/noise-pollution-economic-analysis>

5. Financial information

- 5.1 As this Action Plan describes a framework for the management of noise the process does not impose any additional material costs on the highway authorities or local authorities. Instead it enables the relevant highway authorities to target action to the worst affected areas and to develop proposals for assisting the management of noise as appropriate including taking account of budgetary and other

considerations. Any specific action identified will be based on local decisions - taking into account costs and benefits.

Part B: Noise from road traffic

6. Summary of the results of the noise mapping, including an evaluation of the estimated number of people exposed to noise from road traffic

6.1 The Regulations require that noise level information be determined in terms of several noise indicators⁵ (see also **Appendix A**). These are:

- L_{den}
- L_{day}
- $L_{evening}$
- L_{night}
- $L_{A10,18h}$
- $L_{Aeq,16h}$

6.2 Of these indicators, L_{den} and L_{night} are specified by the Environmental Noise Directive and $L_{A10,18h}$ is currently used for identification of important areas (see section 7). For the roads in agglomerations covered by the Round 3 mapping, the estimated number of people⁶ (rounded to the nearest thousand) located in agglomerations and falling within various noise level bands⁷ from the strategic mapping of **noise from those roads alone** are shown in Tables 3 – 5 below.

⁵ The Environmental Noise (England) Regulations 2006 (SI 2006/2238) Regulation 4(2) and Schedule 3(2).

⁶ The number of people has been determined by assigning population information from the 2015 mid-census updates to residential building locations and rounded to the nearest 1,000.

⁷ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of dwellings.

Table 3: Estimated number of people in agglomerations above various noise levels due to noise from roads, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	8,071,000
≥60	4,066,000
≥65	2,547,000
≥70	1,262,000
≥75	147,000

Table 4: Estimated number of people in agglomerations above various noise levels due to noise from roads, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	5,382,000
≥55	2,912,000
≥60	1,438,000
≥65	191,000
≥70	10,000

Table 5: Estimated number of people in agglomerations above various noise levels due to noise from roads, $L_{A10,18h}$

Noise Level ($L_{A10,18h}$) (dB)	Number of People
≥55	6,225,000
≥60	3,661,000
≥65	2,594,000
≥70	1,559,000
≥75	377,000

6.3 More detail about individual agglomerations will be included in Appendix B, which will be published alongside the final version of this plan. For the results for roads outside agglomerations and other information regarding the management of road traffic noise, please see the 'Noise Action Plan: Roads'.

7. Identification of Important Areas

- 7.1 Information about the process used for identifying Important Areas with regard to road traffic noise in agglomerations can be found in the 'Noise Action Plan: Roads'. That document also sets out the roles and responsibilities of the relevant authorities in the action planning process; on potential mitigation measures; as well as further details on implementation and monitoring.
- 7.2 It has been estimated that the number of people immediately associated with the Important Areas identified through this process for roads inside agglomerations is around 130,000. This is expected to correspond to about 140 entirely new Important Areas.
- 7.3 Supporting maps indicating the location of the Important Areas will be published on the GOV.UK website alongside the final version of this Action Plan.

Long term strategy

- 7.4 An update on future strategy can be found in Part E of the 'Noise Action Plan: Roads'.

Part C: Noise from railways

8. Summary of the results of the noise mapping, including an evaluation of the estimated number of people exposed to noise from railways

8.1 The Regulations require that noise level information be determined in terms of several noise indicators⁸ (see also **Appendix A**). These are:

- L_{den}
- L_{day}
- $L_{evening}$
- L_{night}
- $L_{Aeq,16h}$
- $L_{Aeq,18h}$
- $L_{Aeq,6h}$

8.2 Of these indicators, L_{den} and L_{night} are specified by the Environmental Noise Directive and $L_{Aeq,18h}$ is currently used for identification of important areas (see section 9). For the railways in agglomerations covered by the Round 3 mapping, the estimated number of people⁹ (rounded to the nearest thousand) located in agglomerations and falling within various noise level bands¹⁰ from the strategic mapping of **noise from those railways alone** are shown in Tables 6 – 8 below:

⁸ The Environmental Noise (England) Regulations 2006 (SI 2006/2238) Regulation 4(2) and Schedule 3(2).

⁹ The number of people has been determined by assigning population information from the 2017 census to residential building locations and rounded to the nearest 1,000.

¹⁰ The noise levels throughout this document refer to free-field levels at a height of 4m at the facades of dwellings.

Table 6: Estimated number of people in agglomerations above various noise levels due to noise from railways, L_{den}

Noise Level (L_{den}) (dB)	Number of People
≥55	1,099,000
≥60	615,000
≥65	297,000
≥70	108,000
≥75	27,000

Table 7: Estimated number of people in agglomerations above various noise levels due to noise from railways, L_{night}

Noise Level (L_{night}) (dB)	Number of People
≥50	809,000
≥55	425,000
≥60	181,000
≥65	57,000
≥70	10,000

Table 8: Estimated number of people in agglomerations above various noise levels due to noise from railways, $L_{Aeq,18h}$

Noise Level ($L_{Aeq,18h}$) (dB)	Number of People
≥55	707,000
≥60	356,000
≥65	133,000
≥70	38,000
≥75	5,000

8.3 More detail about individual agglomerations will be included in Appendix B, which will be published alongside the final version of this plan. For the results for railways outside agglomerations and other information regarding the management of railway noise, please see the 'Noise Action Plan: Railways'.

9. Identification of Important Areas

9.1 Information about the process used for identifying Important Areas with regard to railway noise in agglomerations can be found in the 'Noise Action Plan: Railways'.

That document also sets out the roles and responsibilities of the relevant authorities in the action planning process; on potential mitigation measures; as well as further details on implementation and monitoring.

- 9.2 It has been estimated that the number of people immediately associated with the Important Areas identified through this process for railways inside agglomerations is around 13,000. This is expected to correspond to about 50 entirely new Important Areas.
- 9.3 Supporting maps indicating the location of the Important Areas will be published on the GOV.UK website alongside the final version of this Action Plan.

Long term strategy

- 9.4 An update on future strategy can be found in Part E of the 'Noise Action Plan: Railways'.

Part D: Noise from industry

10. Noise from industrial sources in the agglomerations: current approach to noise management

10.1 Noise from industrial sources is currently managed through three parallel and complimentary regimes. These are:

- development control through land use planning;
- control through the Environmental Permitting Regulation process; and
- control through the use of Statutory Nuisance legislation.

11. Noise from industrial sources in agglomerations: summary of the results of the noise mapping, including an evaluation of the estimated number of people exposed to noise

11.1 The Regulations required that noise level information from industrial sources be determined in terms of several noise indicators¹¹. These included:

- L_{den}
- L_{night}

12. Noise from industrial sources in the Environmental Noise Directive agglomerations: identification of problems and situations that need to be investigated

12.1 It is considered that the existing noise management regime as outlined in Paragraph 10.1 above provides suitable mechanisms for the proactive and reactive management of noise issues from the industrial sources mapped in Environmental Noise Directive agglomerations.

¹¹ The Environmental Noise (England) Regulations 2006 (SI 2006/2238) Regulation 4(2) and Schedule 3(5).

13. Noise from industrial sources in the Environmental Noise Directive agglomerations: long term strategy

- 13.1 There are no plans to alter the existing noise management regime at present or to adopt new initiatives regarding the management of noise from industrial sources mapped in agglomerations.
- 13.2 Defra will encourage the relevant authorities to keep under review current policy and practice for the management of noise from industrial sources, as required. This would include:
- the procedures for responding to complaints; and
 - the arrangements for liaison between the planning and environmental health functions of local authorities and the Environment Agency regarding the noise management of current and new industrial development.
- 13.3 Defra will continue to liaise with BSI over any future research or revision of BS4142: Methods for rating and assessing industrial and commercial sound¹².

¹² The title of the current version of the standard BS 4142:2014, Methods for rating and assessing industrial and commercial sound.

Part E: Noise from aircraft

14. The management of the impact of aircraft noise in agglomerations

- 14.1 This section applies to agglomerations affected by noise from the operations at airports covered by the Regulations.
- 14.2 As outlined in the regulations, the relevant Airport Operators are the Competent Authorities for development of the Action Plan for their airport.
- 14.3 The Regulations required that noise level information from aircraft (air noise)¹³ be determined in terms of several noise indicators¹⁴. These include:
- L_{den}
 - L_{night}
- 14.4 The estimated total number of people and dwellings exposed above various noise levels from the strategic mapping of noise from aircraft using these airports will be included in the Action Plans being prepared by each individual airport.
- 14.5 The relevant airports are revising their existing Noise Action Plans which will be published on the websites of the relevant Airports.
- 14.6 For the purposes of this Noise Action Plan, only the noise impact from those airports for which noise mapping was required to be carried out according to the Regulations has been considered. Some agglomerations are not affected by noise from any of those airports. A list of agglomerations affected by aircraft noise covered by the Regulations is shown in Appendix C.

15. Noise from aircraft in agglomerations: identification of problems and situations that need to be investigated

- 15.1 Defra prepared guidance for airport operators regarding the preparation of their Action Plans, in order to assist them in meeting the requirements of the regulation as set out below:

¹³ The Regulations require that only air noise be mapped; that is the noise from the moment that the aircraft is about to move down the runway at take-off (known as start of roll) to the moment after landing and just before it turns off the runway to taxi to the stand.

¹⁴ The Environmental Noise (England) Regulations 2006 (SI 2006/2238) Regulation 4(2) and Schedule 3(4).

- a description of the airport and any other noise sources taken into account;
- the authority responsible;
- the legal context;
- any limit values in place;
- a summary of the results of the noise mapping, including an evaluation of the estimated number of people exposed to noise;
- identification of problems and situations that need to be improved;
- a record of the public consultations that have taken place;
- any noise reduction measures already in force and any projects in preparation;
- long term strategy;
- actions which the airport operator intends to take in the next five years, including measures to preserve quiet areas;
- financial information (if available): budgets, cost-effectiveness assessment, cost-benefit assessment;
- provisions envisaged for evaluating the implementation and the results of the Action Plan; and
- estimates in terms of the reduction of the number of people affected (annoyed, sleep-disturbed, or other).

16. Noise from aircraft in agglomerations: actions that Defra intends to take

- 16.1 Defra and the Department for Transport will review the draft Noise Action Plans submitted by the various airport operators to be satisfied that the requirements of the regulations have been met and the action planning guidance followed. The Secretary of State for Environment, Food and Rural Affairs is responsible for formally adopting the airport Noise Action Plans.
- 16.2 An airport operator will need to consider whether any element of their proposed airport Action Plan might conflict with any formally identified quiet areas. If Defra becomes aware of any such potential conflict arising they will inform the relevant airport operator(s) accordingly.

17. Noise from aircraft in agglomerations: long term strategy

- 17.1 The Department for Transport are responsible for setting policy on managing aviation noise¹⁵. They are currently developing a revised aviation strategy, on which a call for evidence was held in 2017¹⁶, which will be followed by a consultation on the strategy objectives later this year prior to publication of a final aviation strategy in 2019.
- 17.2 Defra will continue to encourage any development of future policy on aviation and sustainable transport to reflect any emerging scientific knowledge or trends in community response to noise from aircraft.
- 17.3 Defra will continue to liaise with the Department for Transport regarding the establishment of reliable data on the community response to noise from aircraft.

¹⁵ <https://www.gov.uk/government/publications/aviation-policy-framework>.

¹⁶ <https://www.gov.uk/government/consultations/a-new-aviation-strategy-for-the-uk-call-for-evidence>.

Part F: Quiet areas

18. Policy and legal requirements

- 18.1 The Regulations require that Action Plans for agglomerations include provisions that aim to protect existing quiet areas from an increase in noise.
- 18.2 This Action Plan provides information on the process and criteria for identifying such quiet areas. The approach has been developed to support eligible local authorities (those with land falling within agglomeration boundaries) that are considering, on a voluntary basis, proposing spaces to be formally identified as quiet areas. Additional information and criteria are attached at Appendix D. Eligible local authorities should refer to this information before completing the quiet areas application form (also attached at Appendix D).

19. Process for identification of quiet areas

- 19.1 Eligible local authorities ('applicants')¹⁷ are able to nominate a small number of their approved Local Green Spaces delineated in Local or Neighbourhood Plans, for formal identification as Environmental Noise Directive quiet areas. Relevant local authority partners may need to liaise when preparing a quiet area application.
- 19.2 Applicants within the London agglomeration will, in addition to their Local Green Spaces, be able to nominate small areas of land that have been designated Metropolitan Open Land within their Local Plan for formal identification as quiet areas.
- 19.3 Nominations should be submitted to Defra using the application form at Appendix D, and will be assessed by Defra using the criteria set out in Appendix D. The application form requests information about the location of the proposed quiet area, as well as details regarding the attributes of the space and how the local authority intends to maintain the quietness.
- 19.4 Having reviewed the applications, Defra will formally identify a selection of the nominated spaces as quiet areas, as long as the relevant criteria have been met.

¹⁷ We anticipate that applications would usually be prepared by the relevant local planning authorities, who are responsible for preparing Local Plans and designating Local Green Spaces, in liaison with other relevant departments. This does not preclude other relevant departments within an eligible local authority from submitting an application to nominate a space for formal identification as an Environmental Noise Directive quiet area.

19.5 Defra will then publish details of any quiet areas that have been formally identified in an appropriately accessible format.

20. Expected characteristics

- 20.1 The nominated spaces should be quiet or relatively quiet, and generate significant benefits (in terms of health, wellbeing, and quality of life) for the communities they serve because of their quietness. Applicants will need to describe these benefits when completing the application form.
- 20.2 It is anticipated that a range of spaces might be nominated for identification as quiet areas; based on local characteristics and circumstances. Candidate spaces might include areas within city parks, urban squares that provide a tranquil oasis, and public gardens (this list is not exhaustive).
- 20.3 Defra does not intend to set noise thresholds to steer the consideration of proposed quiet areas; determining the 'quietness' or 'relative quietness' of these spaces and associated benefits is a matter for local discretion. However, applicants will need to support their application with evidence of actual or perceived noise levels within and surrounding the space and describe the approaches taken to determine this evidence.
- 20.4 In order to be considered as a potential quiet area, a nominated space will first need to have been designated as a Local Green Space in the relevant Local or Neighbourhood Plan, with tranquillity being a factor in its designation. This is because Local Green Spaces are green areas that have already been identified as demonstrably special to the local community. The space will therefore already need to have met the policy set out in the National Planning Policy Framework. Guidance on the Local Green Space designation is available at: <https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space>. In addition, the space will need to meet the criteria set out in Appendix D of this document.
- 20.5 In the case of the London agglomeration, the nominated space will either need to have first been designated, in the relevant Local or Neighbourhood Plan, as a Local Green Space, or as Metropolitan Open Land in the relevant Local Plan. This is intended to streamline the process for London applicants, as Metropolitan Open Land is strategically important and is already afforded the same level of protection as land designated as Local Green Spaces.
- 20.6 It is expected that only a small subset of Local Green Spaces will be formally identified as Environmental Noise Directive quiet areas. These spaces will need to be outstanding in the context of other Local Green Spaces, and be particularly valued by the communities they serve for their quietness; with their value extending beyond their immediate locality. For example we anticipate that they will be located close to urban centres, or have good transport links.

20.7 Likewise, with regards to Metropolitan Open Land, it is expected that only small areas of the total designated land will be nominated for formal identification as quiet areas.

21. Management of quiet areas

- 21.1 Identified quiet areas will become a material consideration in planning decisions. Relevant local authorities will be expected to implement measures to preserve the quietness or relative quietness of the spaces. In particular, local authorities should aim to protect them from an increase in noise from transport and industrial sources arising both within and outside the site and which would result in a loss of the perceived sense of quietness.
- 21.2 Local approaches to the management of quiet areas should be integrated with wider policies for securing government policy on sustainable development. The aim should be to realise the benefits of quiet areas and their contribution to quality of life in ways consistent with meeting community needs for affordable homes, jobs and regeneration.
- 21.3 Defra will keep the process for identifying quiet areas under review.

Part G: Consultation

22.1 The Environmental Noise Directive requires the competent authority to consult on draft noise action plans. A consultation document has therefore been published : in <https://consult.defra.gov.uk/environmental-quality/noise> and the feedback obtained through this process will be taken into account in the development of the final versions of the action plans.

Appendix A: Glossary of acoustic and technical terms

Term	Definition
Agglomeration	An area having a population in excess of 100,000 persons and a population density equal to or greater than 500 people per km ² and which is considered to be urbanised
dB(A)	A measure of sound pressure level (“A” weighted) in decibels as indicated by a sound level meter which complies with British Standard BS EN 61672-1:2013 – Electroacoustics – Sound Level Meters – Part 1 Specifications.
L _{Aeq,T}	The A-weighted equivalent continuous sound pressure level which is a notional continuous level that, at a given position and over the defined time period, T, contains the same sound energy as the actual fluctuating sound that occurred at the given position over the same time period, T
L _{day}	The L _{Aeq} over the period 0700 – 1900, local time (for strategic noise mapping this is an annual average)
L _{evening}	The L _{Aeq} over the period 1900 – 2300, local time (for strategic noise mapping this is an annual average)
L _{night}	The L _{Aeq} over the period 2300 – 0700, local time (for strategic noise mapping this is an annual average)
L _{Aeq,16h}	The L _{Aeq} over the period 0700 – 2300, local time (for strategic noise mapping this is an annual average)
L _{den}	The L _{Aeq} over the period 0000 – 2400, but with the evening values (1900 – 2300) weighted by the addition of 5 dB(A), and the night values (2300 – 0700) weighted by the addition of 10 dB(A) (for strategic noise mapping this is an annual average)
L _{Aeq,18h}	The L _{Aeq} over the period 0600 – 2400, local time (for strategic noise mapping this is an annual average)
L _{Aeq,6h}	The L _{Aeq} over the period 0000 – 0600, local time (for strategic noise mapping this is an annual average)
L _{A10,18h}	The noise level exceeded for 10% of the time averaged hourly over the period 0600-2400.

Appendix B: Detailed Agglomeration Data

To be published alongside final version of this Action Plan.

Appendix C: Agglomerations in England affected by aircraft noise

The table below lists the agglomerations in England, to which this Action Plan applies, and which are affected by noise from airports covered by the Directive and Regulations A hyperlink is associated with each airport name which, when selected, will direct the reader to the relevant airport's web site.

Agglomeration	Airport
Aldershot Urban Area	
Basildon/North Benfleet	
Bedford/Kempston	
Birkenhead Urban Area	Liverpool
Blackburn/Darwen	
Blackpool Urban Area	
Bournemouth Urban Area	Bournemouth
Brighton/Worthing/Littlehampton	
Bristol Urban Area	Bristol
Burnley/Nelson	
Cambridge Urban Area	Cambridge
Cheltenham/Charlton Kings	
Chesterfield/Staveley	
Colchester	
Coventry/Bedworth	
Crawley Urban Area	London Gatwick
Dearne Valley Urban Area	
Derby Urban Area	
Doncaster Urban Area	
Eastbourne	
Exeter	
Gloucester Urban Area	
Greater London Urban Area	London Heathrow ; London City

Greater Manchester Urban Area	Manchester
Grimsby/Cleethorpes	
Hastings/Bexhill	
High Wycombe Urban Area	Wycombe Air Park
Ipswich Urban Area	
Kingston upon Hull	
Leicester Urban Area	
Lincoln Urban Area	
Liverpool Urban Area	Liverpool
Luton/Dunstable	London Luton
Mansfield Urban Area	
Milton Keynes Urban Area	
Northampton Urban Area	
Norwich Urban Area	
Nottingham Urban Area	
Nuneaton Urban Area	
Oxford	
Peterborough	
Plymouth	
Portsmouth Urban Area	
Preston Urban Area	
Reading/Wokingham	
Sheffield Urban Area	
Slough Urban Area	London Heathrow
Southampton Urban Area	Southampton
Southend Urban Area	Southend
Southport/Formby	
St Albans/Hatfield	
Sunderland Urban Area	
Swindon	
Teesside	
Telford Urban Area	
Thanet	

The Medway Towns Urban Area	
The Potteries	
Torbay	
Tyneside	<u>Newcastle</u>
Warrington Urban Area	
West Midlands Urban Area	<u>Birmingham International</u>
West Yorkshire Urban Area	<u>Leeds Bradford</u>
Wigan Urban Area	
York	

Appendix D: Quiet areas: criteria, application form and other information

D1. Introduction

Why are quiet areas important?

D1.1 People in urban areas value the ability to enjoy areas of quiet or relative quiet, away from the sounds of urban life¹⁸. There is evidence to suggest that quiet (or the absence of unnecessary or inappropriate sounds) has a number of important and often co-related benefits to human wellbeing - including improved creativity, problem solving, mental health, concentration and undisturbed sleep¹⁹.

D1.2 Access to quiet areas could also offer other economic and social benefits including impacts on property values (people generally prefer to live in quiet neighbourhoods) and benefits to the wider community, including for children and elderly people. Consequently, there is a desire to protect areas of quiet and relative quiet to support health, wellbeing and quality of life.

D1.3 This ambition is supported by the Noise Policy Statement for England, which sets out the government's policy on noise. Its vision is to:

“Promote good health and a good quality of life through the effective management of noise within the context of government policy on sustainable development.”

Its aims are to:

- avoid significant adverse impacts on health and quality of life;
- mitigate and minimise adverse impacts on health and quality of life; and
- where possible, contribute to the improvement of health and quality of life.

¹⁸ In the Defra 2011 survey of public attitudes and behaviours towards the environment, 26% of respondents stated that one of the top three reasons for spending time in public gardens, parks, commons or other green spaces was for tranquillity, <http://webarchive.nationalarchives.gov.uk/20130123162956/http://www.defra.gov.uk/statistics/files/Statistical-Release-13-April-2011-biodiversity1.pdf>.

¹⁹ URS Scott Wilson, 'The economic value of quiet areas', March 2011, <http://randd.defra.gov.uk/Default.aspx?Menu=Menu&Module=More&Location=None&ProjectID=17600>.

- D1.4 The third aim seeks, where possible, to improve health and quality of life through the pro-active management of noise while also taking into account the guiding principles of sustainable development²⁰, recognising that this will deliver potential benefits to society. The protection of quiet places and quiet times as well as the enhancement of the acoustic environment will assist with delivering this aim.
- D1.5 This information has been developed by Defra as the government department responsible for the UK's compliance with the Environmental Noise Directive²¹. It is designed to support eligible local authorities (those with land falling within an Environmental Noise Directive agglomeration boundary) that are considering, on a voluntary basis, applying to Defra for the identification of a space as a quiet area under the terms of the Environmental Noise Directive.
- D1.6 This information sets out the associated process and criteria (see Annex A for criteria) to steer the consideration of Environmental Noise Directive quiet areas and should be read by eligible local authorities ('applicants')²² before completing the quiet areas application form (see Annex B).
- D1.7 It is anticipated that relevant local authority partners may need to liaise when preparing a quiet area application.
- D1.8 Once identified by Defra, local authorities will be expected to implement measures to preserve their quiet areas and aim to protect them from an increase in noise arising from sources covered by the Environmental Noise Directive. The Environmental Noise Directive applies to environmental noise generated by transport (road, rail, aviation) and industrial sources.

D2. Legal and policy context

- D2.1 The Environmental Noise (England) Regulations 2006, as amended ('the Regulations'), as translated into policy through Noise Action Plans, place a responsibility on the government to identify and aim to protect quiet areas in our largest cities covered by the terms of the Directive, (referred to as

²⁰ Sustainable development means encouraging economic growth while protecting the environment and improving our quality of life - all without affecting the ability of future generations to do the same.

²¹ Environmental Noise Directive: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2002:189:0012:0025:EN:PDF>.

²² We anticipate that applications would usually be prepared by the relevant local planning authority, which is responsible for preparing Local Plans and designating Local Green Spaces, in liaison with other relevant departments. This does not preclude other relevant departments within an eligible local authority from submitting an application to nominate a space for formal identification as an Environmental Noise Directive quiet area.

'agglomerations')²³, from an increase in noise from transport and industrial sources, which would result in a loss of the perceived sense of quietness.

- D2.2 The Environmental Noise Directive specifically requires that the Noise Action Plans prepared by Member States include actions that the Competent Authorities intend to take in the next five years, including any measures to preserve quiet areas.
- D2.3 The National Planning Policy Framework (NPPF) introduced a Local Green Space designation, which allows local authorities and communities to protect 'demonstrably special' spaces on a number of grounds, including tranquillity, which enable them to rule out new development within these designations, other than in very special circumstances.
- D2.4 Guidance on Local Green Spaces is available at:
<https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space>
- D2.5 This Appendix on quiet areas supports the process to facilitate the formal identification of Environmental Noise Directive quiet areas within agglomerations.
- D2.6 It is expected that any spaces that are identified as Environmental Noise Directive quiet areas will be particularly valued by the communities they serve for their quietness - generating health, wellbeing, or quality of life benefits because of their quietness or relative quietness; with their value extending beyond their immediate locality. For example we anticipate that they will be located close to urban centres, or have good transport links.
- D2.7 In order to preserve their quietness, Environmental Noise Directive quiet areas will become a material consideration in planning decisions and local authorities will need to implement measures to aim to protect them from an increase in environmental noise arising both inside and outside the space.

D3. Scope

- D3.1 This information is provided for any local authority in England with land falling wholly or partly within an Environmental Noise Directive agglomeration boundary that is considering, on a voluntary basis, applying to Defra for the formal identification of one or more Environmental Noise Directive quiet area.
- D3.2 Where a local authority boundary falls partly inside and partly outside an agglomeration boundary, the process will only apply to that portion of land falling inside the boundary. In order for a space to be identified as an Environmental Noise

²³ An agglomeration is an urban area with a population in excess of 100,000 persons and a population density equal to or greater than 500 people per km².

Directive quiet area, the space itself will need to fall entirely within an agglomeration boundary²⁴.

D4. Process for identifying Environmental Noise Directive quiet areas

- D4.1 In summary, eligible local authorities may nominate a small number of their approved Local Green Spaces delineated in Local or Neighbourhood Plans, for identification as Environmental Noise Directive quiet areas. Applicants within the London agglomeration will, in addition to their Local Green Spaces, be able to nominate small areas of land that have been designated in the relevant Local Plan as Metropolitan Open Land for identification as Environmental Noise Directive quiet areas. This is to streamline the process for London applicants because land designated as Metropolitan Open Land already has the same level of protection as Local Green Spaces and is regarded as strategically important.
- D4.2 Nominations should be submitted to Defra using the application form (see Annex B) and assessed by Defra using the criteria in Annex A. The steps in this process are outlined below in Figure 1.

D5. Sources of noise covered

- D5.1 Once identified, local authorities will aim to protect quiet areas from an increase in noise arising from sources covered by the Environmental Noise Directive, which applies to environmental noise generated by transport and industrial sources.

D6. Characteristics of nominated spaces

‘Types’ of space

- D6.1 A range of spaces may be nominated for identification as Environmental Noise Directive quiet areas; to be determined by local characteristics and circumstances. Candidate spaces might include areas within city parks, urban squares that provide a tranquil oasis, and public gardens (this list is not exhaustive).
- D6.2 The nominated spaces²⁵ should be quiet or relatively quiet²⁵, and generate particular benefits (in terms of health, wellbeing, and quality of life) for local communities

²⁴ A map of England showing the locations of the 65 END agglomerations can be found in Part A of the Agglomerations Action Plan. Appendix B of the Agglomerations Action Plan lists the local authorities falling wholly or partly within each agglomeration.

²⁵ We expect that quiet areas will be quiet in the context of the surrounding area.

because of their quietness. Applicants will need to describe these benefits when completing the application form.

- D6.3 In order to be considered as a potential Environmental Noise Directive quiet area, a nominated space will first need to have been designated as a Local Green Space in the relevant Local or Neighbourhood Plan, with tranquillity being a factor in its designation. This is because Local Green Spaces are green areas that have already been identified as demonstrably special to the local community. The space will therefore already need to have met the policy set out in the National Planning Policy Framework. In addition, the space will need to meet the criteria set out in Annex A.
- D6.4 In the case of the London agglomeration, the nominated space will either need to have first been designated, in the relevant Local or Neighbourhood Plan, as a Local Green Space, or as Metropolitan Open Land in the relevant Local Plan. This is intended to streamline the process for London applicants, as Metropolitan Open Land is strategically important and is already afforded the same level of protection as Local Green Spaces.
- D6.5 It is expected that only a small subset of Local Green Spaces will ultimately be identified as Environmental Noise Directive quiet areas. These spaces will need to be outstanding in the context of other Local Green Spaces, and be particularly valued, by the communities they serve, for their quietness - generating health, wellbeing, or quality of life benefits because of their quietness or relative quietness; with their value extending beyond their immediate locality.
- D6.6 Likewise, with regard to Metropolitan Open Land, it is expected that only small areas of the total designated land will be nominated for identification as Environmental Noise Directive quiet areas and that the nominated spaces will be of a high quality.

Noise levels

- D6.7 The process does not set absolute noise limits for Environmental Noise Directive quiet areas; determining the 'quietness' or 'relative quietness' of these spaces and associated benefits will be a matter for local discretion. However, applicants will need to support their application with evidence of actual or perceived noise levels within and surrounding the candidate quiet area and describe the approaches taken to assess this. A non-exhaustive list of techniques is provided below:
- Taking noise measurements inside and outside the nominated space.
 - Use of strategic noise maps to identify relatively quiet spaces.
 - Assessment of the soundscape and acoustic environment.

- Community surveys and consultation (e.g. on-site or online), undertaken to determine why a space is perceived to be quiet and why it is regarded as particularly special.

D7. Measures to preserve Environmental Noise Directive quiet areas

D7.1 Once identified, local authorities will be expected to implement measures to preserve their quiet areas, and prevent any deterioration of the existing 'quietness'. This could include:

- Appropriate signage
- Installing sound barriers / green barriers
- Measures to improve the soundscape or acoustic environment of the space
- Restriction of certain noise-making activities
- Consideration of quiet areas within planning / development decisions

D8. What is the difference between the protection conferred on Local Green Space designations and Environmental Noise Directive quiet areas?

D8.1 Local Green Spaces are given Green Belt level protection from on-site development and therefore any associated environmental impacts, including noise. In order to preserve their quietness, Environmental Noise Directive quiet areas will need to be given additional protection, by relevant local authorities, from environmental noise arising from sources both inside and outside the space.

D9. How to address an increase in noise in an Environmental Noise Directive quiet area

D9.1 The 'quietness' of the Environmental Noise Directive quiet area will be deemed to have been maintained unless:

- The local authority itself becomes aware, for example by taking measurements or through observation, that noise levels have increased; or
- The local authority is alerted, for example by complaints from users of the space, to a deterioration of the acoustic environment or quietness within the space (remembering that some sounds may be regarded as desirable).

- D9.2 In these circumstances, the local authority will be expected to respond to these concerns, by identifying the noise source(s) and implementing appropriate noise management measures to address the issue(s). These could include relevant measures set out in paragraph D7.1 above.
- D9.3 It is anticipated that revocation of a formally identified Environmental Noise Directive quiet area will only be considered in very special circumstances; for example, when a major development occurs affecting the existing noise situation and it is no longer feasible to continue to preserve the quiet area.
- D9.4 Local authorities wishing to revoke a formally identified Environmental Noise Directive quiet area should consider whether an alternative Local Green Space or small area of Metropolitan Open Land could be nominated as a replacement. The alternative space would need to meet the criteria in Annex A.
- D9.5 In these circumstances the relevant local authority will need to inform Defra in writing, setting out a justification to support the revocation of the space's formally identified quiet area status and providing details of any alternative Local Green Spaces, or appropriate areas of Metropolitan Open Land that they wish Defra to consider identifying as a replacement Environmental Noise Directive quiet area.
- D9.6 The Environmental Noise Directive²⁶ and the Regulations contain provisions enabling Member States to review their Action Plans, and to revise them if necessary when a major development occurs affecting the existing noise situation. Therefore, in exceptional circumstances, for example to accommodate a nationally significant infrastructure project, it may be deemed necessary to revoke the status of a formally identified Environmental Noise Directive quiet area.
- D9.7 The Regulations also require that the Department for Environment, Food and Rural Affairs keep the identification of quiet areas under review and make revisions where considered appropriate. To meet this requirement, the Department for Environment, Food and Rural Affairs will revise the existing Agglomerations Action Plan to reflect any change in the status of an Environmental Noise Directive quiet area.
- D9.8 The local authority would then need to remove the quiet area designation from the relevant Local Plan at the next appropriate review point.

D10. Further information

- D10.1 If you have any questions relating to the process or require further information, please contact the Defra Noise & Nuisance team at: Noise@defra.gsi.gov.uk.

²⁶ The Environmental Noise Directive, Article 7: The action plans shall be reviewed, and revised if necessary, when a major development occurs affecting the existing noise situation, and at least every five years after the date of their approval.

Annex A: Identification of Environmental Noise Directive quiet areas: criteria

A1. Introduction

- A1.1 This Annex sets out criteria to support the identification of quiet areas under the terms of the Environmental Noise Directive. Defra will assess all proposed quiet areas using these criteria, and therefore recommend that local authorities ('applicants')²⁷ refer to this document when preparing their applications.
- A1.2 Applicants should demonstrate a selective approach when considering which spaces to nominate for identification as Environmental Noise Directive quiet areas. All nominated quiet areas should clearly meet the criteria below. It is expected that any spaces that are identified as Environmental Noise Directive quiet areas will be outstanding in the context of other Local Green Spaces or areas of Metropolitan Open Land, and be particularly valued by the communities they serve for their quietness; with their value extending beyond their immediate locality.

A2. Geographic criteria

- A2.1 In identifying a candidate quiet area, applicants must confirm that the space:
- a. falls wholly within an Environmental Noise Directive agglomeration^{28 29}; and
 - b. has been designated as a Local Green Space, or falls within an area that has been designated as Metropolitan Open Land, in the relevant Local or Neighbourhood Plan.
- A2.2 Defra will require applicants to provide details relating to the ownership, management, size and location of the nominated space. It is expected that nominated quiet areas will be relatively small in size.

²⁷ We anticipate that applications would usually be prepared by the relevant local planning authority, which is responsible for preparing Local Plans and designating Local Green Spaces, in liaison with other relevant departments. This does not preclude other relevant departments within an eligible local authority from submitting an application to nominate a space for formal identification as an Environmental Noise Directive quiet area.

²⁸ An agglomeration is an urban area with a population in excess of 100,000 persons and a population density equal to or greater than 500 people per km².

²⁹ A map of England showing the locations of the 65 Environmental Noise Directive agglomerations can be found in Part A of the Agglomerations Action Plan. Appendix B, which will be published alongside the final version of this action plan, lists the local authorities falling wholly or partly within each agglomeration.

A3. Local engagement

A3.1 When selecting candidate quiet areas, we expect that applicants will have undertaken meaningful engagement and / or consultation with local groups and communities. This may be most appropriately and cost-effectively achieved as part of other relevant consultations; for example when Local Plans are reviewed.

A4. Sustainable development considerations

A4.1 The location and size of the candidate quiet area will need to be consistent with current and proposed development (including any infrastructure development that may be consented under the Planning Act 2008); and consistent with policies and development allocations in the relevant Local and, if applicable, Neighbourhood Plan. Consideration should also be given to any proposed developments in emerging Local and Neighbourhood Plans.

A5. Perceived quiet

A5.1 The candidate quiet area must be quiet, or relatively quiet compared to its surroundings. In nominating a space, applicants should take account of the results of strategic noise mapping and support their application with evidence of the actual or perceived quietness within the space and its surrounding area, describing the approach(es) taken to assess this. A non-exhaustive list of techniques is provided below:

- Taking noise measurements inside and outside the nominated space
- Use of strategic noise maps to identify relatively quiet spaces
- Assessment of the soundscape and acoustic environment
- Community surveys and consultation (e.g. on-site or online), undertaken to determine why a space is perceived to be quiet and why it is regarded as particularly special

A5.2 The nominated quiet area must provide significant and important benefits (in terms of health, wellbeing, quality of life) because of its quietness. As the space will already have been designated as a Local Green Space, it is expected that it will already be regarded as “demonstrably special”, or will, in the case of Metropolitan Open Land, be of strategic importance. For any nominated Local Green Space, it is expected that tranquillity will have been a factor in the space’s designation.

A5.3 It is expected that any spaces that are identified as Environmental Noise Directive quiet areas will be outstanding in the context of other Local Green Spaces or areas of Metropolitan Open Land, and be particularly valued by the communities they serve for their quietness - generating health, wellbeing, or quality of life benefits because of their quietness or relative quietness; with their value extending beyond

their immediate locality. For example we anticipate that they will be located close to urban centres, or have good transport links.

- A5.4 The space may already be managed to sustain its quietness. The applicant must outline any existing and proposed measures to protect its quietness from any increase in noise from relevant sources (transport and industrial) arising both inside and outside the space.
- A5.5 The applicant must demonstrate that they have adequately considered the typical acoustic environment and soundscape of the nominated space – identifying the existing man-made and natural sounds, and indicating the sounds that are dominant. They must describe how noise levels inside the space compare in relative terms to typical levels in the surrounding area.

A6. Non-acoustic considerations

- A6.1 The applicant must reflect on wider tranquillity considerations, such as the presence of nature and visual or aesthetic qualities. These factors may affect a visitor's perception of quiet and may provide a positive distraction from, or masking of, external unwanted man-made noise.

A7. Accessibility

- A7.1 Applicants should state whether the nominated quiet area is well maintained, has adequate disabled access, is generally open to the public during the daytime and does not require payment of a fee to enter. Failure on any of these points is not necessarily a bar to quiet area status, but may detract from the potential benefits otherwise conferred by quiet.



Department
for Environment
Food & Rural Affairs

Quiet areas application form

Environmental Noise (England) Regulations 2006, as amended

2019

Introduction

This form should be used by eligible local authorities (those with land falling within Environmental Noise Directive agglomeration boundaries^{30 31}) to propose a space, to the Department for Environment, Food & Rural Affairs (Defra), for identification as a quiet area under the terms of the Environmental Noise Directive.

The nominated space will need to have already been designated in the relevant Local or Neighbourhood Plan as a Local Green Space. In the case of local authorities within the London agglomeration, the space will need to have been designated either as a Local Green Space or as Metropolitan Open Land.

Local authority applicants³² should refer to the accompanying information before completing this form.

1. Applicant details

- 1.1 Name, position, and contact details (telephone number, email and postal address) of applicant:

- 1.2 Please confirm that you are authorised by the relevant local authority to make this application and provide details below:

2. Details of the proposed space

- 2.1 Name (or other description) of this space:

³⁰ An agglomeration is an urban area with a population in excess of 100,000 persons and a population density equal to or greater than 500 people per km².

³¹ A map of England showing the locations of the 65 END agglomerations can be found in Part A of the Agglomerations Action Plan. Appendix B, which will be published alongside the final version of this action plan, lists the local authorities falling wholly or partly within each agglomeration.

³² We anticipate that applications would usually be prepared by the relevant local planning authority, which is responsible for preparing Local Plans and designating Local Green Spaces, in liaison with other relevant departments. This does not preclude other relevant departments within an eligible local authority from submitting an application to nominate a space for formal identification as an Environmental Noise Directive quiet area.

2.2 Size of this space (in hectares):

2.3 Description of location:

Please attach a map of this space (clearly showing boundaries) in geo-referenced electronic format (e.g. a '.shape' file). Applicants may also wish to attach a few photographs of the nominated space.

2.4 Name of agglomeration:

2.5 Please confirm that the nominated space is located wholly within the agglomeration boundary³³.

Please put an 'X' in the appropriate box: Yes No

Please note that the nominated space must fall wholly within the agglomeration boundary to be considered for formal identification as a quiet area by the Department for Environment, Food and Rural Affairs.

2.6 **For applicants from local authorities outside the London agglomeration:**

Please confirm that the nominated space has been designated as a Local Green Space in the relevant Local or Neighbourhood Plan.

Please put an 'X' in the appropriate box: Yes No

2.7 **For applicants from local authorities inside the London agglomeration:** Please confirm that the nominated space has been designated as *either*:

a. Local Green Space in the relevant Local or Neighbourhood Plan.

Please put an 'X' in the appropriate box: Yes No

Or: b. Metropolitan Open Land within the relevant Local Plan

Please put an 'X' in the appropriate box: Yes No

³³ Details of the agglomeration boundary will be available from Defra in a suitable format. The agglomeration boundaries are currently shown on a series of maps available on the Defra website.

Please attach a link to or copy of the relevant Local or Neighbourhood Plan, flagging the section that confirms this space's designation as a Local Green Space or Metropolitan Open Land.

Please note that if the proposed space has not already been designated in the relevant Local or Neighbourhood Plan as a Local Green Space, or for applicants within the London agglomeration, as a Local Green Space or Metropolitan Open Land, then it will not be considered for formal identification as a quiet area by Defra.

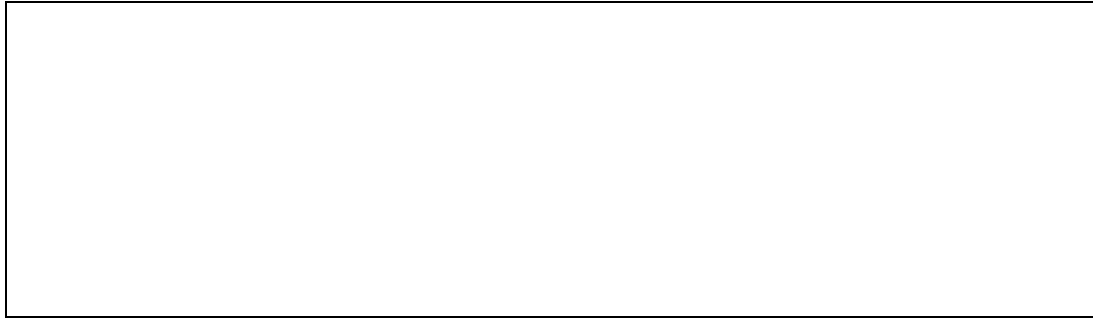
2.8 Please provide further details covering:

- who owns this space
- who is responsible for the management of this space
- the primary and secondary purpose(s) of this space

2.9 Please describe any existing national or local land use designations that are applicable to this space.

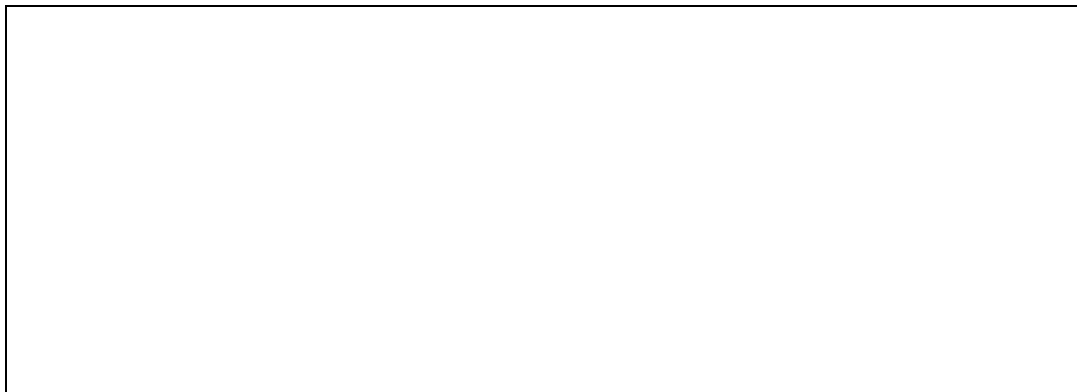
3. Local engagement

3.1 Please provide details of the engagement or consultation undertaken with local groups and communities in short-listing this space.



4. Sustainable development considerations

- 4.1 Please provide details to confirm that the nominated space is consistent with current and proposed development within the relevant Local or Neighbourhood Plan (including any infrastructure development that may be consented under the Planning Act 2008); and consistent with policies and development allocations in the relevant Local and, if applicable, Neighbourhood Plan. Please describe how, if applicable, consideration has been given to any proposed developments in emerging Local and Neighbourhood Plans.



5. Perceived quiet

- 5.1 Please describe the current acoustic environment of this space using an appropriate level of detail.

This must provide sufficient detail, supported by evidence, to confirm the space is quiet and should include details of any local noise measurements, noise predictions, or noise modelling, plus full details of any sounds or noises (man-made or natural) that are or may be heard. Please also describe how noise levels inside the space compare in relative terms to typical levels in the surrounding area and anything else you consider relevant.

5.2 How does quiet contribute to the overall 'quality' of this space?

Please include a description of any health, wellbeing and quality of life benefits deriving from the 'quietness' of the space. Please describe the characteristics that make this space outstanding in the context of other Local Green Spaces or areas of Metropolitan Open Land – including how the value of the space extends beyond its immediate locality.

6. Current and proposed measures to manage noise and protect quietness

6.1 Please provide details of any current and proposed local policies and management measures that are aiming to avoid any increase in noise affecting this space from those sources covered by the Agglomerations Noise Action Plan - i.e. transport and industrial sources.

Current:

Proposed:

6.2 Please provide details of any current or reasonably foreseeable local and national development proposals or other issues that may impact upon the acoustic environment of this space

6.3 Please provide details of proposed measures to ensure that this space continues to remain quiet and to demonstrate that the quietness of this space is being protected.

7. Non-acoustic considerations

- 7.1 Please reflect on wider considerations, such as the presence of nature, visual or aesthetic qualities:

8. Accessibility and amenity

- 8.1 Is the space open to the public?

Please put an 'X' in the appropriate box: Yes No

- 8.2 Is entrance to the space free of charge?

Please put an 'X' in the appropriate box: Yes No

- 8.3 How many people are estimated to use this space on a weekly and annual basis?

9. Additional information

- 9.1 Is there anything else that you would like to add?

Authorised Signature:

Full Name:

Date:

Please submit the completed application form to the Defra address below.

Defra, Noise and Nuisance Team, Ground Floor, Seacole Building, 2 Marsham Street, London, SW1P 4DF