

Registration identification number is 20012450.

I live very near the Airport (Nethercourt Estate) and from reading/listening to evidence produced by RSP it appears that the plans consulted on with residents are continually changing to the point of not bearing much resemblance to the original documents.

I strongly believe my home will devalue and we will be stuck living in a home I will be unable to sell and in turn my life would be unbearable.

1. No Public Safety Zones, they expect to carry on with previous arrangements. This is totally unacceptable as previous operations were nothing like that which is planned, this is a total disregard of all the residents in the whole area. Why is there no provision for Public Safety Zones ?

The current policy is that PSZs should be established at those airports which are shown to average more than 1500 ATM's a month and are likely in due course to exceed 2,500 ATM's a month. RSP is constantly changing the number of ATM's my understanding is that at present it is 17170 cargo plus 9298 passenger movements. I would expect for the sake of good order they would start with a PSZ and appears they have total disregard for the residents of Ramsgate.

These planes would be roughly 100m above my property as I live approx. 1.5km from the Airport. The documents also show that the Company are no limit on daytime flights is being applied for, once again this proves the need for a PSZ.

2. Noise disturbance –

Aircraft noise - The World Health Organization strongly recommends reducing noise levels produced by aircraft below 45dB as aircraft noise above this level is associated with adverse health effect. For night noise exposure it strongly recommends reducing noise levels produced by aircraft during night time below 40dB, as night time aircraft noise above this level is associated with adverse effects on sleep.

Why has their application not been updated to draw on the most current guidelines from the World Health Organisation? I believe the data being used by RSP is more than 10 years old ?

All residents would have to endure far greater dB's – the figures RSP have produced are average levels and I can assure you in my experience of them going over my property they are much higher than the quoted average.

Tourism - Tourism contributes at £319 million to the Thanet economy each year supporting 7950 jobs. (Cambridge Model Economic Impact Survey 2017). More than 4.2 million visitors come to Thanet every year. The Isle of Thanet is rapidly becoming the place to visit, to work and to live. If the idea of a Cargo Hub is allowed to go ahead then the numbers of visitors will soon drop back down again which in turn will reduce the number of jobs and stop Thanet from continuing to grow as a thriving coastal area

The following is a quote from our local newspaper dated 10th "Thanet's title as a film and fashion shoot hotspot has grown over the last decade – and more than 70

productions chose the isle as a location, shooting for a total of 111 days, in the last financial year. The filming boom is aided by Thanet council's dedicated film officer Sharon Kelley, who works closely with the Kent Film Office (KCC) to liaise with production companies. Based on the size of the crews and the length of time they stayed in the area it is estimated that the benefit to the local economy is in excess of £304,000, just for 2018-19."

This will all be lost if a DCO is approved – how can any company film with planes constantly flying overhead.

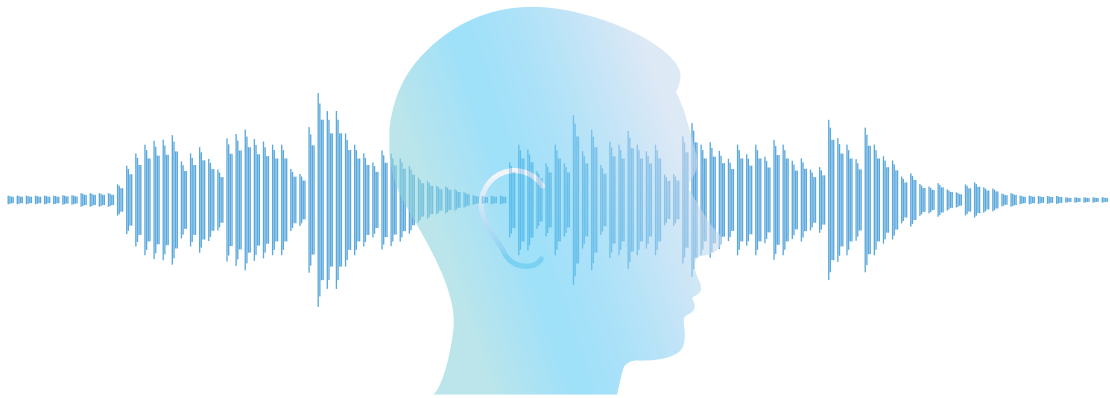
3. RSP appear to miss every deadline set by the examiner and even not answering in some instances – surely the Examiners cannot allow this to continue, deadlines must be met with full and frank answers.

Rita Burns

ENVIRONMENTAL
NOISE
GUIDELINES

for the European Region

EXECUTIVE SUMMARY



Abstract

Noise is an important public health issue. It has negative impacts on human health and well-being and is a growing concern. The WHO Regional Office for Europe has developed these guidelines, based on the growing understanding of these health impacts of exposure to environmental noise. The main purpose of these guidelines is to provide recommendations for protecting human health from exposure to environmental noise originating from various sources: transportation (road traffic, railway and aircraft) noise, wind turbine noise and leisure noise. They provide robust public health advice underpinned by evidence, which is essential to drive policy action that will protect communities from the adverse effects of noise. The guidelines are published by the WHO Regional Office for Europe. In terms of their health implications, the recommended exposure levels can be considered applicable in other regions and suitable for a global audience. The full publication of the guidelines can be downloaded here: www.euro.who.int/en/env-noise-guidelines

Keyword

NOISE – ADVERSE EFFECTS, PREVENTION AND CONTROL
ENVIRONMENTAL EXPOSURE – ADVERSE EFFECTS, PREVENTION AND CONTROL
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EUROPE

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Executive summary

Environmental noise is an important public health issue, featuring among the top environmental risks to health. It has negative impacts on human health and well-being and is a growing concern among both the general public and policy-makers in Europe.

At the Fifth Ministerial Conference on Environment and Health in Parma, Italy, in 2010, WHO was requested by the Member States in the European Region to produce noise guidelines that included not only transportation noise sources but also personal electronic devices, toys and wind turbines, which had not yet been considered in existing guidelines. Furthermore, European Union Directive 2002/49/EC relating to the assessment and management of environmental noise (END) and related technical guidance from the European Environment Agency both elaborated on the issue of environmental noise and the importance of up-to-date noise guidelines.

The WHO Regional Office for Europe has therefore developed environmental noise guidelines for the European Region, proposing an updated set of public health recommendations on exposure to environmental noise.

Objectives

The main purpose of these guidelines is to provide recommendations for protecting human health from exposure to environmental noise originating from various sources: transportation (road traffic, railway and aircraft) noise, wind turbine noise and leisure noise. Leisure noise in this context refers to all noise sources that people are exposed to due to leisure activities, such as attending nightclubs, pubs, fitness classes, live sporting events, concerts or live music venues and listening to loud music through personal listening devices. The guidelines focus on the WHO European Region and provide policy guidance to Member States that is compatible with the noise indicators used in the European Union's END.

The following two key questions identify the issues addressed by the guidelines.

- In the general population exposed to environmental noise, what is the exposure–response relationship between exposure to environmental noise (reported as various indicators) and the proportion of people with a validated measure of health outcome, when adjusted for confounders?
- In the general population exposed to environmental noise, are interventions effective in reducing exposure to and/or health outcomes from environmental noise?

In light of these questions, the guidelines set out to define recommended exposure levels for environmental noise in order to protect population health.

Methods used to develop the guidelines

The process of developing the WHO guidelines followed a rigorous methodology involving several groups with separate roles and responsibilities. Throughout the process, the Grading of Recommendations Assessment, Development and Evaluation (GRADE) approach was followed. In particular, the different steps in the development of the guidelines included:

- formulation of the scope and key questions of the guidelines;
- review of the pertinent literature;
- selection of priority health outcome measures;
- a systematic review of the evidence;

- assessment of certainty of the bodies of evidence resulting from systematic reviews;
- identification of guideline exposure levels; and
- setting of the strength of recommendations.

Based on the defined scope and key questions, these guidelines reviewed the pertinent literature in order to incorporate significant research undertaken in the area of environmental noise and health since the community noise guidelines and night noise guidelines for Europe were issued (WHO, 1999; WHO Regional Office for Europe, 2009). In total, eight systematic reviews of evidence were conducted to assess the relationship between environmental noise and the following health outcomes: cardiovascular and metabolic effects; annoyance; effects on sleep; cognitive impairment; hearing impairment and tinnitus; adverse birth outcomes; and quality of life, mental health and well-being. A separate systematic review of evidence was conducted to assess the effectiveness of environmental noise interventions in reducing exposure and associated impacts on health.¹ Once identified and synthesized, the quality of the evidence of the systematic reviews was assessed by the Systematic Review Team. Subsequently, the Guideline Development Group (GDG) formulated recommendations, guided by the Systematic Review Team's assessment and informed by a number of additional contextual parameters. To facilitate the formulation of recommendations, the GDG first defined priority health outcomes and then selected the most relevant health outcome measures for the outcomes. Consecutively, a process was developed to identify the guideline exposure levels with the help of the exposure–response functions provided by the systematic reviews. To reflect the nature of the research (observational studies) underpinning the relationship between environmental noise and health, the GRADE procedures were adapted to the requirements of environmental exposure studies where needed.

Noise indicators

From a scientific point of view, the best noise indicator is the one that performs best in predicting the effect of interest. There are, however, a number of additional criteria that may influence the choice of indicator. For example, various indicators might be suitable for different health end-points. Some considerations of a more political nature can be found in the European Commission's Position paper on EU noise indicators (EC, 2000).

The current guidelines are intended to be suitable for policy-making in the WHO European Region. They therefore focus on the most used noise indicators L_{den} and/or L_{night} . They can be constructed using their components (L_{day} , $L_{evening}$, L_{night} and the duration in hours of L_{night}), and are provided for exposure at the most exposed façade, outdoors. The L_{den} and L_{night} indicators are those generally reported by authorities and are widely used for exposure assessment in health effect studies.

¹ All systematic reviews are publicly available online in the *International Journal of Environmental Research and Public Health*. A detailed list of links to the individual reviews is provided in section 2.3.2 of these guidelines.

Recommendations

Specific recommendations have been formulated for road traffic noise, railway noise, aircraft noise, wind turbine noise and leisure noise. Recommendations are rated as either strong or conditional.

Strength of recommendation

- A strong recommendation can be adopted as policy in most situations. The guideline is based on the confidence that the desirable effects of adherence to the recommendation outweigh the undesirable consequences. The quality of evidence for a net benefit – combined with information about the values, preferences and resources – inform this recommendation, which should be implemented in most circumstances.
- A conditional recommendation requires a policy-making process with substantial debate and involvement of various stakeholders. There is less certainty of its efficacy owing to lower quality of evidence of a net benefit, opposing values and preferences of individuals and populations affected or the high resource implications of the recommendation, meaning there may be circumstances or settings in which it will not apply.

Alongside specific recommendations, several guiding principles were developed to provide generic advice and support for the incorporation of recommendations into a policy framework. They apply to the implementation of all of the specific recommendations.

Guiding principles: reduce, promote, coordinate and involve

- Reduce exposure to noise, while conserving quiet areas.
- Promote interventions to reduce exposure to noise and improve health.
- Coordinate approaches to control noise sources and other environmental health risks.
- Inform and involve communities potentially affected by a change in noise exposure.

The recommendations, source by source, are as follows.



Road traffic noise

Recommendation	Strength
For average noise exposure, the GDG strongly recommends reducing noise levels produced by road traffic below 53 decibels (dB) L_{den} , as road traffic noise above this level is associated with adverse health effects.	Strong
For night noise exposure, the GDG strongly recommends reducing noise levels produced by road traffic during night time below 45 dB L_{night} , as night-time road traffic noise above this level is associated with adverse effects on sleep.	Strong
To reduce health effects, the GDG strongly recommends that policy-makers implement suitable measures to reduce noise exposure from road traffic in the population exposed to levels above the guideline values for average and night noise exposure. For specific interventions, the GDG recommends reducing noise both at the source and on the route between the source and the affected population by changes in infrastructure.	Strong



Railway noise

Recommendation	Strength
<p>For average noise exposure, the GDG strongly recommends reducing noise levels produced by railway traffic below 54 dB L_{den}, as railway noise above this level is associated with adverse health effects.</p>	Strong
<p>For night noise exposure, the GDG strongly recommends reducing noise levels produced by railway traffic during night time below 44 dB L_{night}, as night-time railway noise above this level is associated with adverse effects on sleep.</p>	Strong
<p>To reduce health effects, the GDG strongly recommends that policy-makers implement suitable measures to reduce noise exposure from railways in the population exposed to levels above the guideline values for average and night noise exposure. There is, however, insufficient evidence to recommend one type of intervention over another.</p>	Strong



Aircraft noise

Recommendation	Strength
<p>For average noise exposure, the GDG strongly recommends reducing noise levels produced by aircraft below 45 dB L_{den}, as aircraft noise above this level is associated with adverse health effects.</p>	Strong
<p>For night noise exposure, the GDG strongly recommends reducing noise levels produced by aircraft during night time below 40 dB L_{night}, as night-time aircraft noise above this level is associated with adverse effects on sleep.</p>	Strong
<p>To reduce health effects, the GDG strongly recommends that policy-makers implement suitable measures to reduce noise exposure from aircraft in the population exposed to levels above the guideline values for average and night noise exposure. For specific interventions the GDG recommends implementing suitable changes in infrastructure.</p>	Strong



Wind turbine noise

Recommendation	Strength
<p>For average noise exposure, the GDG conditionally recommends reducing noise levels produced by wind turbines below 45 dB L_{den}, as wind turbine noise above this level is associated with adverse health effects.</p> <p>No recommendation is made for average night noise exposure L_{night} of wind turbines. The quality of evidence of night-time exposure to wind turbine noise is too low to allow a recommendation.</p>	Conditional
<p>To reduce health effects, the GDG conditionally recommends that policy-makers implement suitable measures to reduce noise exposure from wind turbines in the population exposed to levels above the guideline values for average noise exposure. No evidence is available, however, to facilitate the recommendation of one particular type of intervention over another.</p>	Conditional



Leisure noise

Recommendation	Strength
<p>For average noise exposure, the GDG conditionally recommends reducing the yearly average from all leisure noise sources combined to 70 dB $L_{Aeq,24h}$ as leisure noise above this level is associated with adverse health effects. The equal energy principle² can be used to derive exposure limits for other time averages, which might be more practical in regulatory processes.</p>	Conditional
<p>For single-event and impulse noise exposures, the GDG conditionally recommends following existing guidelines and legal regulations to limit the risk of increases in hearing impairment from leisure noise in both children and adults.</p>	Conditional
<p>Following a precautionary approach, to reduce possible health effects, the GDG strongly recommends that policy-makers take action to prevent exposure above the guideline values for average noise and single-event and impulse noise exposures. This is particularly relevant as a large number of people may be exposed to and at risk of hearing impairment through the use of personal listening devices. There is insufficient evidence, however, to recommend one type of intervention over another.</p>	Strong

Target audience

The guidelines are published by the WHO Regional Office for Europe. In terms of their health implications, the recommended exposure levels can be considered applicable in other regions and suitable for a global audience, as a large body of the evidence underpinning the recommendations was derived not only from European noise effect studies but also from research in other parts of the world – mainly in America, Asia and Australia.

² The equal energy principle states that the total effect of sound is proportional to the total amount of sound energy received by the ear, irrespective of the distribution of that energy in time (WHO, 1999).

The WHO Regional Office for Europe

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