



## **Edinburgh Airport Noise Advisory Board – Response to National Planning Framework 4 consultation**

The Edinburgh Airport Noise Advisory Board (EANAB) is a body which represents the concerns of local communities who are affected by aircraft noise associated with operations at Edinburgh Airport. EANAB will ensure such concerns are understood by the Airport and will report back to local communities on actions intended to improve the situation for those affected, please see our website [www.eanab.org.uk](http://www.eanab.org.uk) for further details. The ultimate aim is to reduce the impact of noise on the local community.

Consideration must be given to the sustainability of any ‘strategic airport enhancements’ being considered as national developments and/or for policy support. Although there are clear economic benefits to enhancement or expansion of Scotland’s airports, there are also wide-ranging consequences for all aspects of the environment including the impact on the quality of life, health and well-being of communities surrounding airports. Our experience is that, to date, these negative impacts have not been fully considered in decision-making nor has there been full discussion of alternative solutions for growth which would at least partially mitigate some of the negative impacts on communities. Like all industries, consideration must be given to the mitigation required so that Scotland’s aviation industry can develop sustainably in all ways, not just purely from an economic point of view.

In terms of noise, airports are not covered by statutory nuisance legislation and in many instances generate noise levels well in excess of other uses which would be enforceable by Local Authorities (and in certain areas in excess of World Health Organisation limits). Airports are essentially their own noise authorities, being the competent authorities for the Noise Action Plans (NAPs) required under the Environmental Noise (Scotland) Regulations 2006. It is EANAB’s experience that NAPs do not necessarily effect any positive change on the noise environment in terms of management or mitigation, with continued increases in traffic levels (particularly at anti-social times) and no discernible reductions in the noise levels of individual aircraft through either engineering solutions or flight procedures.

The planning system in Scotland is also largely unable to control noise at airports. Giving planning policy support for any airport enhancement development would indirectly allow for the expansion in the number of flights which is itself uncontrolled. It would also allow for new flight paths which do not require planning permission and despite there being a process governed by the Civil Aviation Authority (CAA) to grant approval, the process is not comparable to the planning process i.e. a democratic process with elected members representing their communities.

Full consideration of the extent to which noise generated by any strategic enhancement works at Scotland’s airports will affect the health and well-being of communities should therefore be taken into account when considering whether support should be given as a national development and/or in wider policy in the NPF.