



Department
for Environment
Food & Rural Affairs

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Airport Noise Action Planning Data Pack

Norwich Airport (EGSH)

July 2013

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Any enquiries regarding this document/publication should be sent to us at:

noise@defra.gsi.gov.uk

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1 Introduction

- 1.1 Directive 2002/49/EC relates to the assessment and management of environmental noise and is referred to as the Environmental Noise Directive or END. The Environmental Noise (England) Regulations 2006, as amended, transpose this Directive into English law.
- 1.2 The Regulations require that strategic noise maps be produced for the main sources of environmental noise (major roads, major railways, and major airports) and for agglomerations in England. Strategic noise mapping of the airports affected by the Regulations was completed in 2012, showing the situation in 2011.
- 1.3 The Regulations subsequently require that noise action plans be produced or, if a noise action plan already exists, revised based on the results of the recent noise mapping. The Regulations designate the Airport Operator as the Competent Authority to produce a noise action plan for their airport.
- 1.4 The Secretary of State has published updated guidance for airport operators on the issues that should be addressed when preparing their noise action plan.
- 1.5 In order to assist airport operators with the preparation of their noise action plan, this document provides supplementary information.
- 1.6 Based upon the strategic mapping results for this airport, estimated population and dwelling exposure statistics for various noise level indicators are presented in Section 2. Supporting information on the population and dwelling assessment methodology that has been applied is presented in Section 3.
- 1.7 Noise level contour maps for various noise level indicators are presented in Appendix A.

2 Population and Dwelling Exposure Statistics Tables

2.1 The estimated total number of people and dwellings exposed above various noise levels in 2011 derived from the strategic mapping of noise from aircraft using this airport are shown in the tables below.

2.2 Population and dwelling counts have been rounded as follows:

- The number of dwellings has been rounded to the nearest 50, except when the number of dwellings is greater than zero but less than 50, in which case the total has been shown as “< 50”.
- The associated population has been rounded to the nearest 100, except when the associated population is greater than zero but less than 100, in which case the total has been shown as “< 100”.

Table 1: Estimated total number of people and dwellings above various noise levels, L_{den}

Noise Level (dB)	Number of Dwellings	Number of People
≥ 55	100	300
≥ 60	< 100	< 100
≥ 65	0	0
≥ 70	0	0
≥ 75	0	0

Table 2: Estimated total number of people and dwellings above various noise levels, L_{day}

Noise Level (dB)	Number of Dwellings	Number of People
≥ 54	100	300
≥ 57	< 100	< 100
≥ 60	< 100	< 100
≥ 63	0	0
≥ 66	0	0
≥ 69	0	0

Table 3: Estimated total number of people and dwellings above various noise levels, L_{evening}

Noise Level (dB)	Number of Dwellings	Number of People
≥ 54	< 100	< 100
≥ 57	< 100	< 100
≥ 60	< 100	< 100
≥ 63	0	0
≥ 66	0	0
≥ 69	0	0

Table 4: Estimated total number of people and dwellings above various noise levels, $L_{\text{Aeq, 16h}}$

Noise Level (dB)	Number of Dwellings	Number of People
≥ 54	< 100	200
≥ 57	< 100	< 100
≥ 60	< 100	< 100
≥ 63	0	0
≥ 66	0	0
≥ 69	0	0

Table 5: Estimated total number of people and dwellings above various noise levels, L_{night}

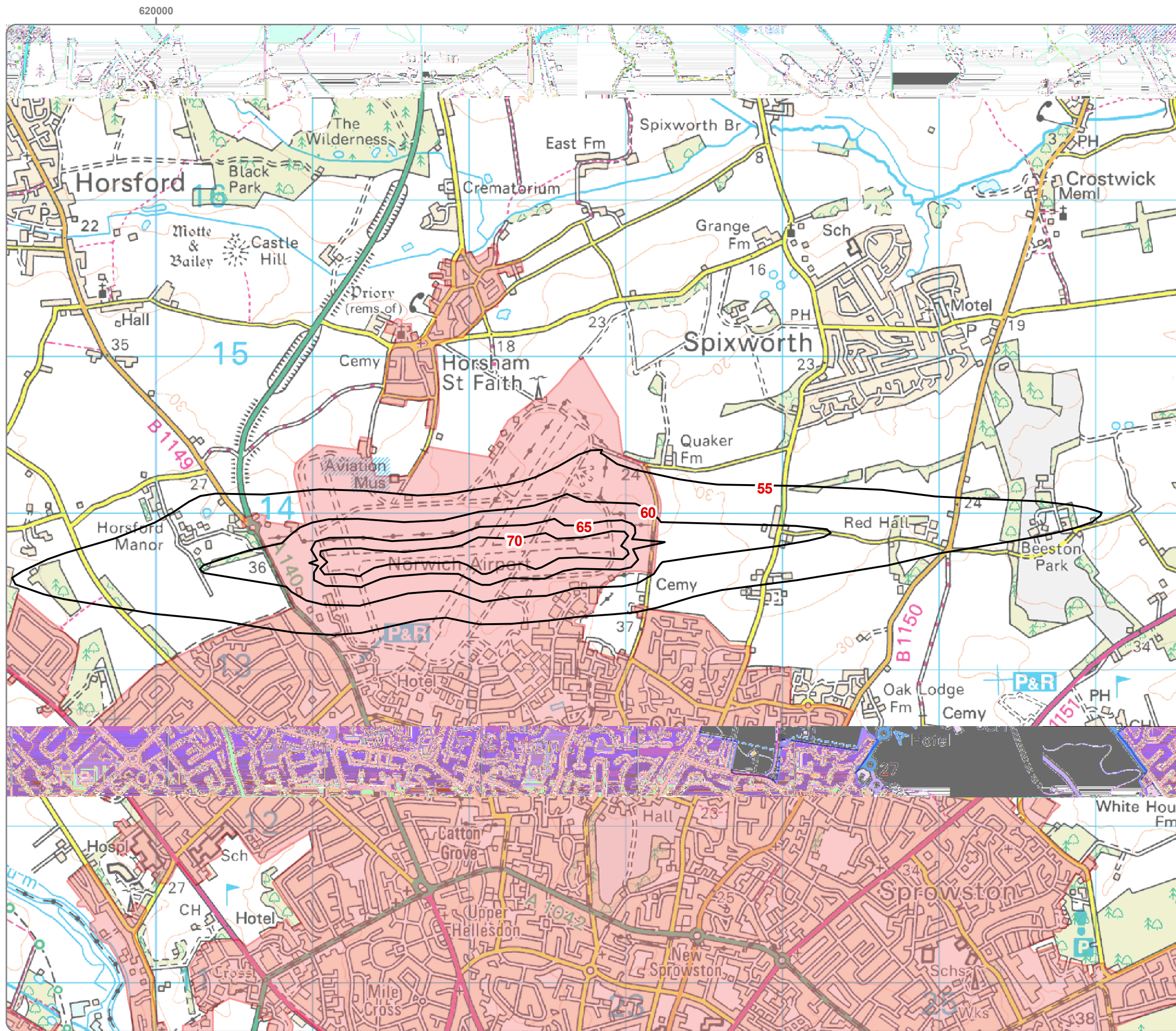
Noise Level (dB)	Number of Dwellings	Number of People
≥ 48	< 100	< 100
≥ 51	< 100	< 100
≥ 54	0	0
≥ 57	0	0
≥ 60	0	0
≥ 63	0	0
≥ 66	0	0

3 Methodology for Calculation of Population and Dwelling Exposure Statistics

- 3.1 In order to derive the statistics presented in Section 2, analysis has been undertaken to count the population and number of dwellings within the specified noise contours. This assessment was carried out utilising a strategic residential population location dataset. The following paragraphs summarise the method used in constructing this dataset.
- 3.2 Residential dwellings and buildings containing residential dwellings were identified through the (OS) MasterMap Address Layer and Topography layer respectively. An average population per residential dwelling was calculated for each discrete dwelling utilising population data attained from the 2011 Census at Census Output Area (COA) level.
- 3.3 The total number of residential dwellings and the total associated population were calculated for each residential building polygon, taking into account building polygons with multiple dwellings. Examples of building polygons containing multiple dwellings located within a single polygon include tower blocks and apartments.

Appendix A

Noise Contour Maps



**The Environmental Noise
(England) Regulations 2006
(as amended)**
Norwich Airport (EGSH)
 L_{den}

Year - 2011

- 60— Noise Level Contour (dB)
- Agglomeration



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**The Environmental Noise
(England) Regulations 2006
(as amended)**

Norwich Airport (EGSH)

L_{day}

Year - 2011

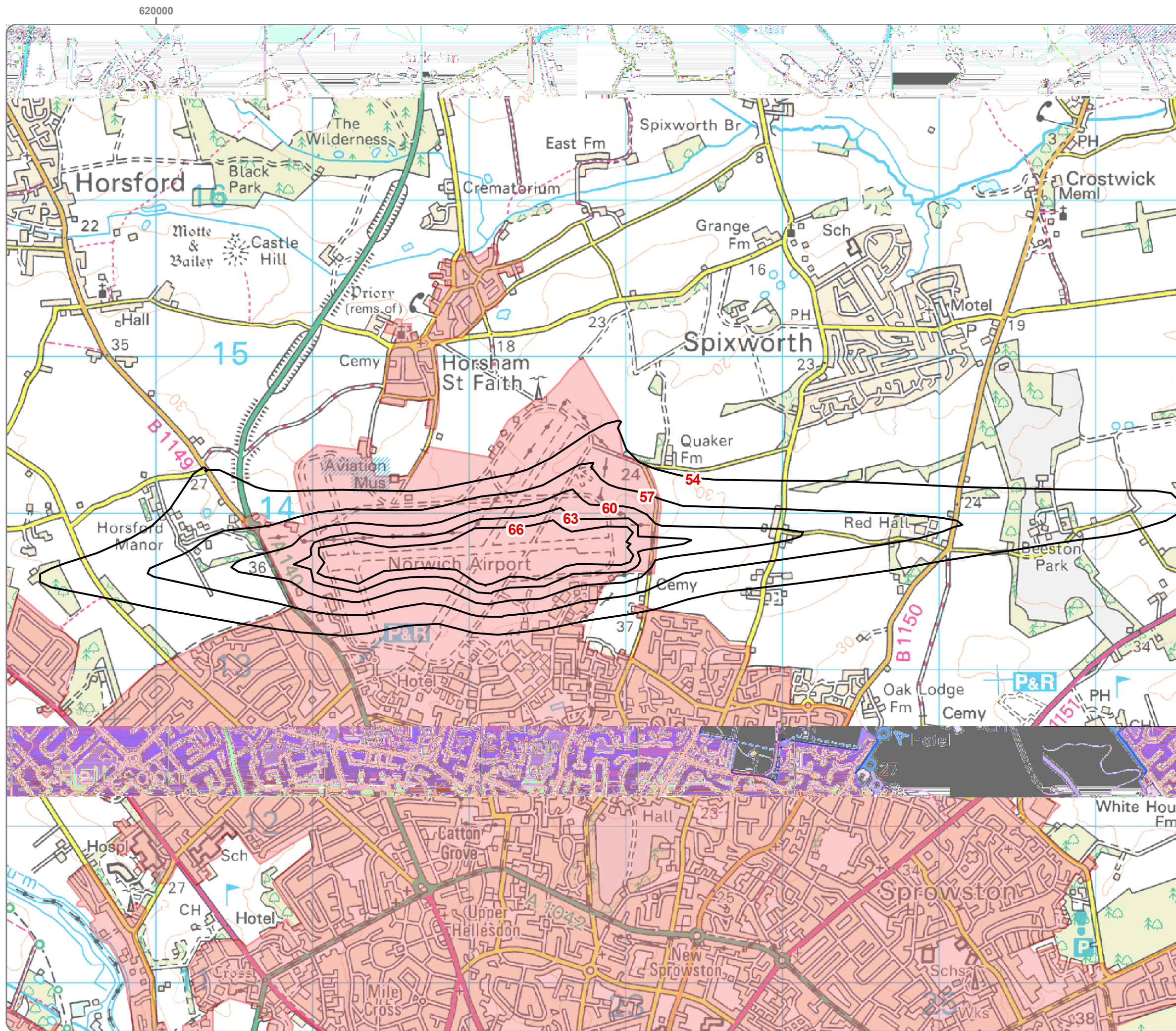
—60— Noise Level Contour (dB)

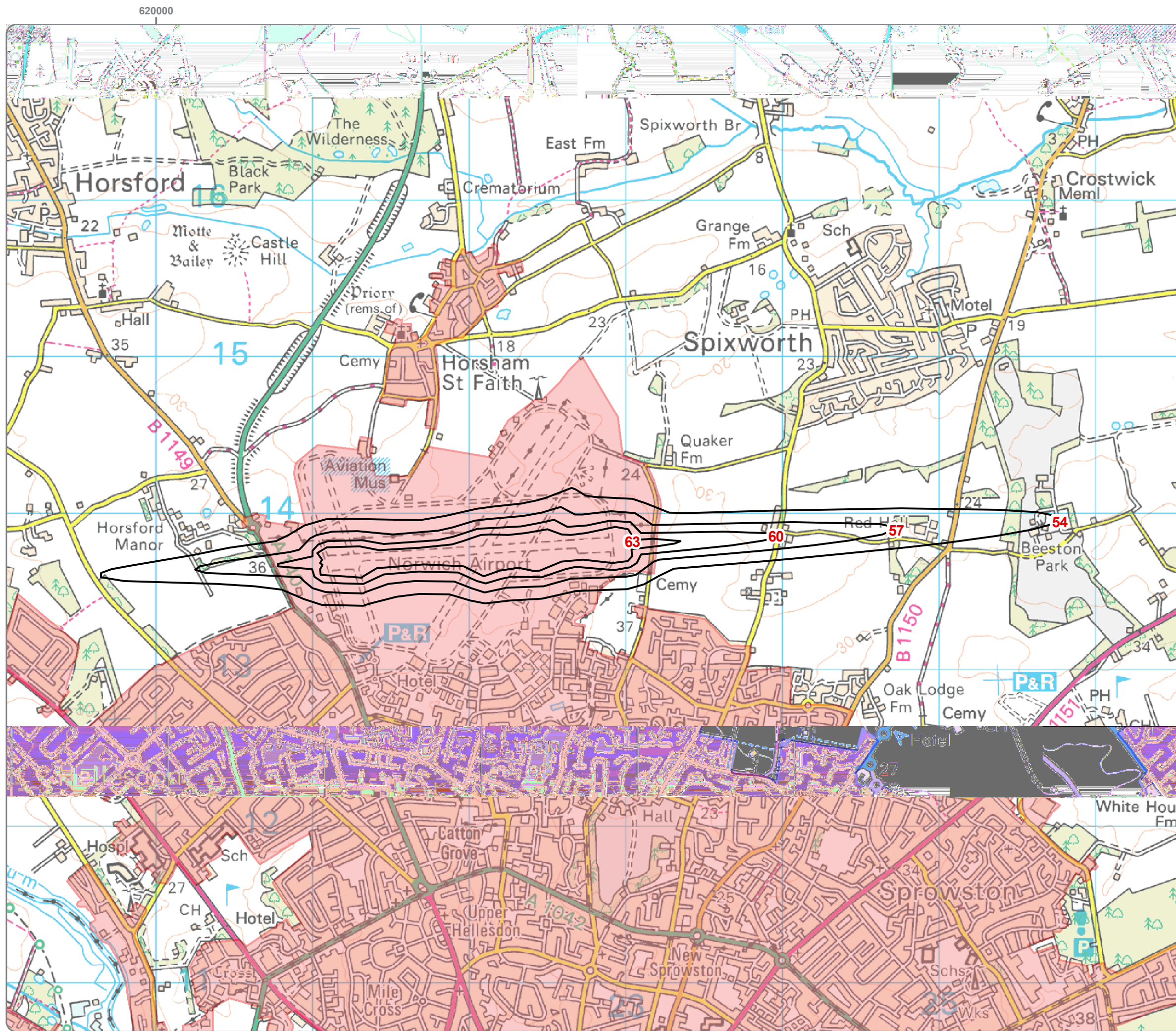
Agglomeration



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**The Environmental Noise
(England) Regulations 2006
(as amended)**
Norwich Airport (EGSH)
Levening

Year - 2011

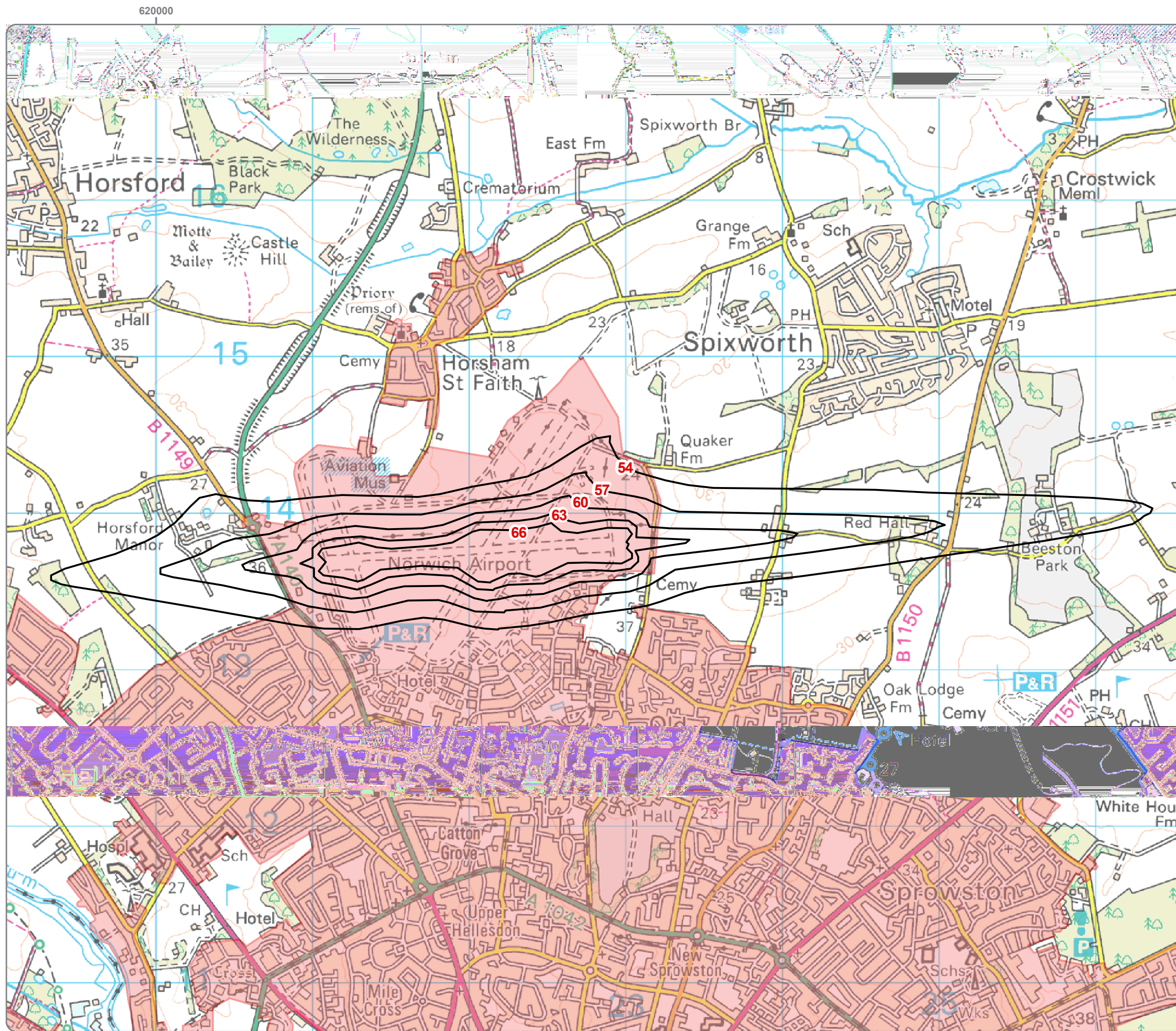
—60— Noise Level Contour (dB)

Agglomeration



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**The Environmental Noise
(England) Regulations 2006
(as amended)**
Norwich Airport (EGSH)
 $L_{Aeq, 16h}$

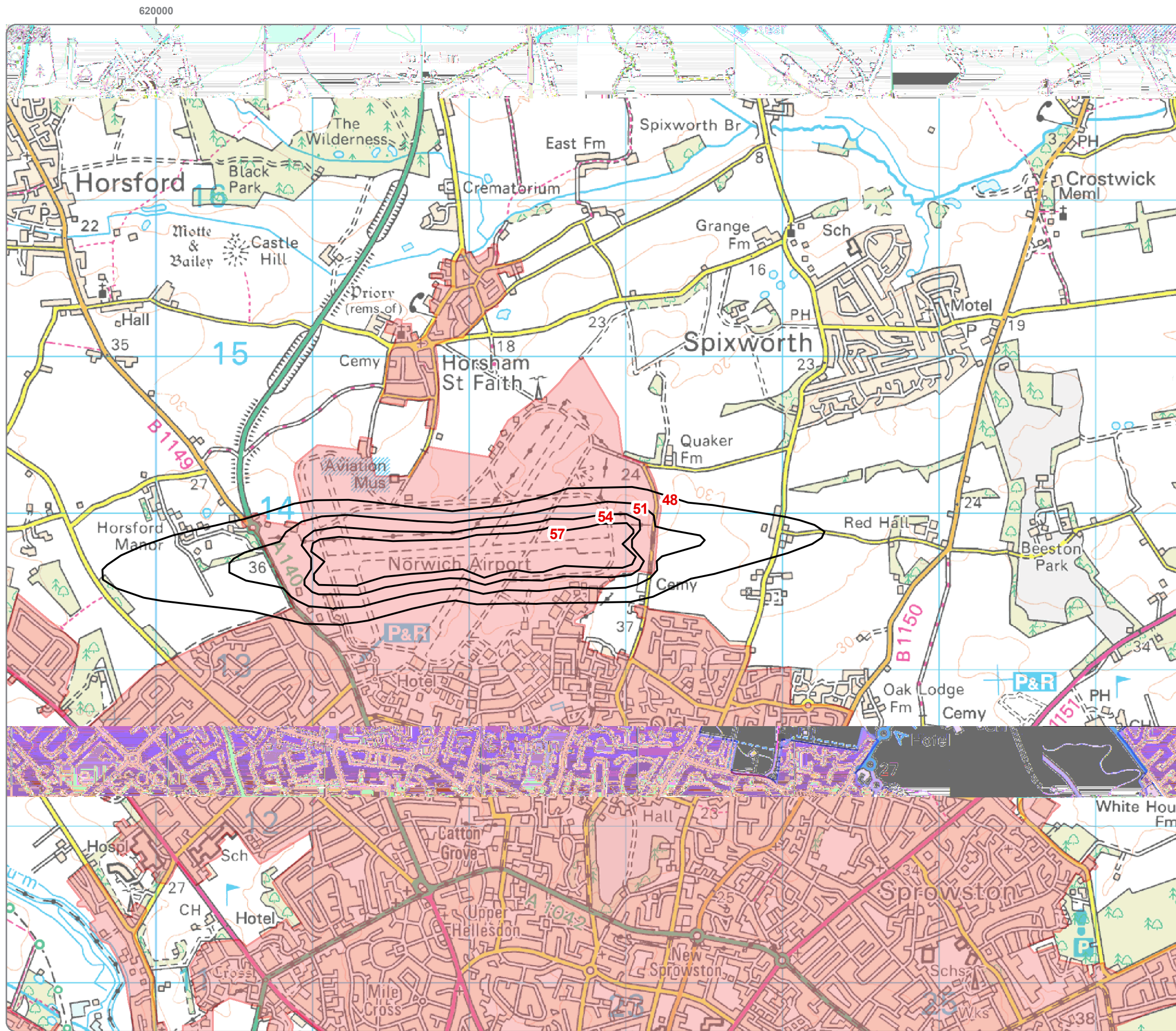
Year - 2011

—60— Noise Level Contour (dB)

■ Agglomeration

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**The Environmental Noise
(England) Regulations 2006
(as amended)**
Norwich Airport (EGSH)
L_{night}

Year - 2011

—60— Noise Level Contour (dB)

■ Agglomeration

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