STATUTORY INSTRUMENTS

2006 No. 2238

The Environmental Noise (England) Regulations 2006

PART 2

STRATEGIC NOISE MAPS

CHAPTER 1

GENERAL REQUIREMENTS FOR STRATEGIC NOISE MAPS

Strategic noise maps: general requirements

4.—(1) Any strategic noise map made or revised under this Part must satisfy the applicable requirements in Schedule 1.

(2) A competent authority under regulation 6 or 10 must apply—

(a) the noise indicators L_{den} and L_{night} as referred to in Annex I of the Directive; and

(b) the supplementary noise indicators in all cases listed as examples in paragraph 3 of Annex I of the Directive,

when making or revising strategic noise maps under this Part.

(3) The values of L_{den}, L_{night} and the supplementary noise indicators must be determined by means of the assessment methods set out in Schedule 2.

(4) Subject to paragraph (5) existing noise indicators and related data may be converted into L_{den} and L_{night}.

(5) The data referred to in paragraph (4) must not be more than three years old.

(6) "Supplementary noise indicator" means a noise indicator as defined in Schedule 3.

CHAPTER 2

STRATEGIC NOISE MAPS – NOISE SOURCES
OTHER THAN NON-DESIGNATED AIRPORTS

Application

5. This Chapter does not apply to noise from non-designated airports.

Competent Authority

6. The competent authority for this Chapter is the Secretary of State.

Duty to make, review and revise strategic noise maps

7.—(1) No later than 30th June 2007 the competent authority must make and, in accordance with regulation 23, adopt strategic noise maps showing the situation in the preceding calendar year for all—

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(a) first round agglomerations;

(b) first round major roads;

(c) first round major railways; and

(d) major airports.

(2) No later than 30th June 2012, and thereafter every five years, the competent authority must make and, in accordance with regulation 23, adopt strategic noise maps showing the situation in the preceding calendar year for all—

(a) agglomerations;

(b) major roads;

(c) major railways; and

(d) major airports.

(3) From time to time, and whenever a major development occurs affecting the existing noise situation, the competent authority must—

(a) review; and

(b) if necessary revise,

any strategic noise map made pursuant to paragraphs (1) or (2) and adopted pursuant to regulation 23.

CHAPTER 3

STRATEGIC NOISE MAPS – NON-DESIGNATED AIRPORTS

Application

8. This Chapter applies to noise from non-designated airports.

Interpretation

9.—(1) In this Chapter—

"input data" means all the data and related information used to produce the numerical data in electronic form required by paragraph 3(2)(b) or 4(2)(b) (as appropriate) of Schedule 1;

"metadata" means such elements of Section 2 of the "SPIRE Data Standard, Version 1.0" (DEFRA, 25th November 2004)(**1**) as are required to describe the—

(a) input data; and

(b) information and data required by paragraph 3(2) or 4(2) (as appropriate) of Schedule 1.

(2) Any requirement in this Chapter to submit input data to a competent authority is a requirement to submit that input data in a format that—

(a) is electronic;

(b) allows electronic manipulation; and

(c) does not require manipulation in order to reproduce the numerical data in electronic form required by paragraph 3(2)(b) or 4(2)(b) (as appropriate) of Schedule 1.

Competent Authority

10. The competent authority for this Chapter is the airport operator.

(**1**) SPIRE Programme, Product Reference: SIP – DP – 011.

Duty to make, review and revise strategic noise maps: non-designated major airports

11.—(1) This regulation applies to non-designated major airports.

(2) No later than 31st March 2007, and thereafter every five years, the competent authority must—

    (a) make a strategic noise map showing the situation in the preceding calendar year for the airport; and

    (b) submit that map with input data and metadata to the Secretary of State.

(3) From time to time, and whenever a major development occurs affecting the existing noise situation, the competent authority must—

    (a) review; and

    (b) if necessary revise,

any strategic noise map made pursuant to paragraph (2) and adopted pursuant to regulation 23.

(4) The competent authority must submit any strategic noise map revised pursuant to paragraph (3)(b), with input data and metadata, to the Secretary of State within three working days of its revision.

Duty to make, review and revise strategic noise maps: non-designated other airports

12.—(1) This regulation applies to non-designated other airports.

(2) No later than 31st March 2007 the competent authority must—

    (a) make a strategic noise map showing the situation in the preceding calendar year for any relevant first round agglomeration; and

    (b) submit that map with input data and metadata to the Secretary of State.

(3) No later than 31st March 2012, and thereafter every five years, the competent authority must—

    (a) make a strategic noise map showing the situation in the preceding calendar year for any relevant agglomeration; and

    (b) submit that map with input data and metadata to the Secretary of State.

(4) From time to time, and whenever a major development occurs affecting the existing noise situation, the competent authority must—

    (a) review; and

    (b) if necessary revise,

any strategic noise map made pursuant to paragraphs (2) or (3) and adopted pursuant to regulation 23.

(5) The competent authority must submit any strategic noise map revised pursuant to paragraph (4)(b), with input data and metadata, to the Secretary of State within three working days of its revision.

(6) In this regulation—

"relevant first round agglomeration" means a first round agglomeration in which air traffic from the airport results in air traffic noise of—

    (a)   an L_{den} value of 55 dB(A) or greater; or

    (b)   an L_{night} value of 50 dB(A) or greater,

anywhere within the first round agglomeration;

"relevant agglomeration" means an agglomeration in which air traffic from the airport results in air traffic noise of—

    (a)   an L_{den} value of 55 dB(A) or greater; or

(b)   an L_{night} value of 50 dB(A) or greater,

anywhere within the agglomeration.