

Report

Round 4 Noise Mapping for Northern Ireland

Stage 2 – Final Report

For Department of Agriculture, Environment and
Rural Affairs (DAERA)

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1 Glossary

Term	Definition
3D	3-dimensional
AEDT 3e	Calculation software used to calculate aircraft noise
Agglomeration	An area of a territory that has a population exceeding 100,000 people with a population density that allows it to be considered as an urbanised area
CNOSSOS-EU	Common Noise Assessment Methods for Europe - the noise modelling method used in the Round 4 noise mapping
CNOSSOS-EU:2020	CNOSSOS-EU as amended by the Delegated Directive
CORINE	Ground cover dataset available from Copernicus
CRN, 1995	Method for Calculation of Railway Noise
CRTN, 1988	Method for Calculation of Road Traffic Noise
DAERA	Department of Agriculture, Environment and Rural Affairs
dB	Decibel, a logarithmic unit of sound
Delegated Directive (EU) 2021/1226	Commission Delegated Directive (EU) 2021/1226 of 21 December 2020 amending, for the purposes of adapting to scientific and technical progress, Annex II to Directive 2002/49/EC of the European Parliament and of the Council as regards common noise assessment methods
Directive 2002/49/EC	Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise. Commonly referred to as the 'Environmental Noise Directive' (END)
Directive 2015/996	COMMISSION DIRECTIVE (EU) 2015/996 of 19 May 2015 establishing common noise assessment methods according to Directive 2002/49/EC of the European Parliament and of the Council
EC	European Commission
ECAC	European Civil Aviation Conference
ECAC Doc.29 4th Edition	Report on Standard Method of Computing Noise Contours around Civil Airports
END	Environmental Noise Directive
ENR	Environmental Noise Regulations
EU	European Union
GeoTiff	A geospatial file format for raster data
GIS	Geographic Information System
ICAO	International Civil Aviation Authority
ISO 9613-2:1996	For assessing noise from industrial sources. Acoustics - Attenuation of sound propagation outdoors, Part 2: General method of calculation
L_{Aeq,6h}	The night level, the A-weighted, L _{eq} (equivalent sound level) determined over all the 6-hour night periods (00:00-06:00) of a year
L_{Aeq,16h}	The equivalent continuous sound level in dB(A) that, over the period 07:00-23:00 hours, contains the same sound energy as the actual fluctuating sound that occurred in that period
L_{Aeq,18h}	The equivalent continuous sound level in dB(A) that, over the period 06:00-24:00 hours, contains the same sound energy as the actual fluctuating sound that occurred in that period
L_{day}	The day level, the A-weighted, L _{eq} (equivalent sound level), determined over all the 12-hour day periods (07:00-19:00) of a year
L_{den}	The day-evening-night level indicator for overall annoyance, based upon annual average A-weighted long-term sound over 24 hours. It includes a 5 dB(A) penalty for evening noise (19:00-23:00) and a 10 dB(A) penalty for night-time noise (23:00-07:00)
L_{eve}	The evening level, the A-weighted, L _{eq} (equivalent sound level) determined over all the 4-hour evening periods (19:00-23:00) of a year

Term	Definition
LimA	Noise calculation software developed by Stapelfeldt Ingenieurgesellschaft mbH
L_{night}	The night level indicator for sleep disturbance, based upon the A-weighted, L _{eq} (equivalent sound level) determined over all the 8-hour night periods (23:00-07:00) of a year
Member State	A country that is a part of the European Union
NCL	Noise Consultants Limited
NISRA	Northern Ireland Statistics and Research Agency
NMPB 2008	French national calculation methodology "Road noise prediction - Noise propagation computation method including meteorological effects"
OSNI	Ordnance Survey Northern Ireland
QA	Quality Assurance
Raster	Raster data consists of a matrix of cells that are organised into a grid, with each cell containing a value which represents information such as terrain elevation or calculated noise level
RIVM	The Netherlands National Institute for Public Health and the Environment
RIVM Letter report 2019-0023	Amendments for CNOSSOS-EU, Descriptions of issues and proposed solutions.
Round 3	The previous round of strategic noise mapping
Round 4	The current round of strategic noise mapping
Technical working group	A number of representatives that were nominated by EU member states, whose task was to address the issues identified in CNOSSOS-EU through proposing some refinements to the method
The Regulations	A series of environmental noise regulations including: Environmental Noise Regulations (Northern Ireland) 2006, Environmental Noise (Amendment) (NI) Regulations 2018, The Environmental (Miscellaneous Amendments) (Northern Ireland) (EU Exit) Regulations 2019, and The Environment (Legislative Functions from Directives) (EU Exit) Regulations 2019

2 Introduction

Noise Consultants Limited (NCL) was appointed by the Department of Agriculture, Environment and Rural Affairs (DAERA) to prepare the noise maps and associated noise exposure statistics in Northern Ireland.

NCL collaborated with its partners, Stapelfeldt Ingenieurgesellschaft mbH and Acustica Limited (the “Project Team”), to develop the model and deliver the required outputs. This report is part of a series documenting the data decisions, processing, and outputs associated with the project.

2.1 Background

The requirement to deliver strategic noise maps and noise action plans is mandated by the Environmental Noise Regulations (Northern Ireland) 2006 (ENR¹), as amended by the Environmental Noise (Amendment) (NI) Regulations 2018². These regulations transposed European Commission Directive 2002/49/EC³, known as the Environmental Noise Directive (END), into Northern Irish law.

The aim of the END is to define a common approach intended to avoid, prevent or reduce on a prioritised basis the harmful effects, including annoyance, due to the exposure to environmental noise. The END seeks to manage the impact of environmental noise through strategic noise mapping, and requires the preparation and publication of strategic noise maps and noise management actions plans every five years.

The Regulations serve as the principal framework for the assessment and management of environmental noise in Northern Ireland, aiming to mitigate the adverse effects, including annoyance, caused by environmental noise through a standardised approach.

The Regulations require the competent authorities identified within Regulations to create and update noise maps and action plans every five years, aligning with the requirements of the END. Therefore, each competent authority for the different noise sources, as mentioned below, serves as the main contact point for data collection.

- **Major roads** - the Department for Infrastructure (formerly The Department for Regional Development);
- **Major railways** - Translink (a subsidiary company of Northern Ireland Transport Holding Company);
- **Major airports** – the airport operators; and
- **Industry** - the Department of Agriculture, Environment and Rural Affairs (DAERA).

Under the Regulations, the noise sources that shall be identified and mapped are:

- Agglomerations, as defined in the Regulations as an area identified by the Department of the Environment as:
“(a) having a population in excess of 100,000 persons and a population density equal to or greater than 500 people per km²; and
(b) which it considers to be urbanised.”
- Major roads, which are roads that
“(a) are—
(i) trunk roads;
(ii) motorways; or
(iii) classified roads; and
(b) have more than three million vehicle passages a year.”

¹ <https://www.legislation.gov.uk/nisr/2006/387/contents/made> (Accessed November 2024)

² <https://www.legislation.gov.uk/nisr/2018/190/made> (Accessed November 2024)

³ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32002L0049> (Accessed November 2024)

- Major railways, which are “which have more than 30,000 train passages per year.”
- Major airports, which are “civil airports which have more than 50,000 movements per year (a movement being a take-off or a landing), excluding those purely for training purposes on light aircraft.”
- Industrial noise sources, which are defined as:
“(a)Part A activities, as defined in Schedule 1 of the Pollution Prevention and Control Regulations (Northern Ireland) 2003⁴, within an agglomeration or first round agglomeration; and
(b)Ports within an agglomeration or first round agglomeration”.

The first round of noise mapping in Northern Ireland under the Regulations was completed in 2007. The second round was undertaken five years later in 2012 with the third round carried out in 2017. Under the Regulations, the fourth round of the noise maps should describe the noise situation in 2021.

In accordance with Article 6.2 of the END, the European Commission developed the Common Noise Assessment methods in Europe (CNOSSOS-EU⁵). This assessment method must be adopted for the fourth round of noise maps, it was finalised and given legal effect through Commission Directive 996/2015⁶, Which was transposed into Northern Irish law in 2018⁷.

The requirement for CNOSSOS-EU to be used as the method of producing noise maps under the Regulations introduces a major change from previous rounds. In the case of road and railway noise, the CNOSSOS-EU method is more sophisticated than the methods previously used in Northern Ireland and the rest of the United Kingdom in delivering the noise maps to date. It introduces a significant number of new data requirements to facilitate the noise maps, includes relatively untested approaches to computing noise emissions, but also provides opportunities in recapturing data so to improve the quality of the maps, which are produced by setting quality standards and providing a more accurate method.

2.2 Purpose of this Report

This report describes the noise modelling platform used to deliver the strategic noise maps, setting out the regional calculation extents, model calculation run scenarios, and post processing of the model calculation results. It also presents the exposure statistics as required by the Regulations and includes figures of the L_{den} and L_{night} noise maps for road, rail, industry and aircraft sources.

This report should be read in conjunction with the Stage 1 Data Input Report (Ref: 14668A-20-R03-05-F01), hereafter referred to as the ‘Stage 1 Report’, which sets out the details of the data collection and review, data processing and quality assurance (QA).

⁴ <https://www.legislation.gov.uk/nisr/2003/46/contents/made> (Accessed November 2024)

⁵ <https://publications.jrc.ec.europa.eu/repository/handle/JRC72550#:~:text=CNOSSOS%2DEU%20aims%20at%20improving,PAVIOTTI%20Marco%3B%20ANFOSSO%2DL%C3%89D%C3%89E%20Fabienne> (Accessed November 2024)

⁶ <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32015L0996>

⁷ Environmental Noise (Amendment) (NI) Regulations 2018

3 Data Capture Extents

The aim of the Round 4 strategic noise maps is to have optimal coverage for major road, major rail and major airport sources (as defined by the Regulations) as well as agglomeration coverage for road, railway, airport and industrial sources.

This section summarises the Round 4 data capture extents. Full details are in the Stage 1 Report.

3.1.1 Agglomeration Extents

The Regulations⁸ state that DAERA are to prepare maps that identify all agglomerations:

- Having a population in excess of 100,000 persons; and
- a population density equal to or greater than 500 people per km²; and
- Which it considers to be urbanised.

The Belfast urban area remains the only agglomeration area in Northern Ireland for the Round 4 noise mapping.

In Round 4, the Belfast Agglomeration area from Round 3 was re-evaluated and redefined using Census 2021 data at the data zone level, as well as 1 km and 100 m grid areas. The updated Round 4 Belfast Agglomeration area continues to accurately represent the densely populated regions surrounding the Belfast urban area, complies with the Regulations, aligns with the population distribution throughout Belfast, and has been adopted for Round 4.

The Round 4 Belfast Agglomeration has a total area of 208.5 km², representing a 0.9 km² decrease on the Round 3 Belfast Agglomeration boundary. The Belfast Agglomeration boundary for Round 4 was developed through merging and dissolving the Northern Ireland Statistics and Research Agency (NISRA) 2005 and 2015 settlement boundaries, then clipping the dissolved boundaries to the OSNI Largescale NI boundary.

The Round 4 Belfast Agglomeration data capture extent was developed through buffering the agglomeration boundary by 3km and clipping to the OSNI Largescale NI boundary.

3.1.2 Airport Modelling Extents

Under the Regulations, major airports shall be identified and mapped as “civil airports which have more than 50,000 movements per year (a movement being a take-off or a landing), excluding those purely for training purposes on light aircraft”.

During the 2021 assessment year, both of Belfast City Airport and Belfast International Airports, which were major airports in the Round 3 assessment year of 2016, fell below the 50,000 movements per year threshold. However, considering that the reduction in annual movements during this period was influenced by COVID-19 related travel restrictions and the operational impacts of the pandemic, and therefore not fully representative, the airports have been included in the Round 4 noise mapping. This was agreed with the respective airport operators as the competent authorities

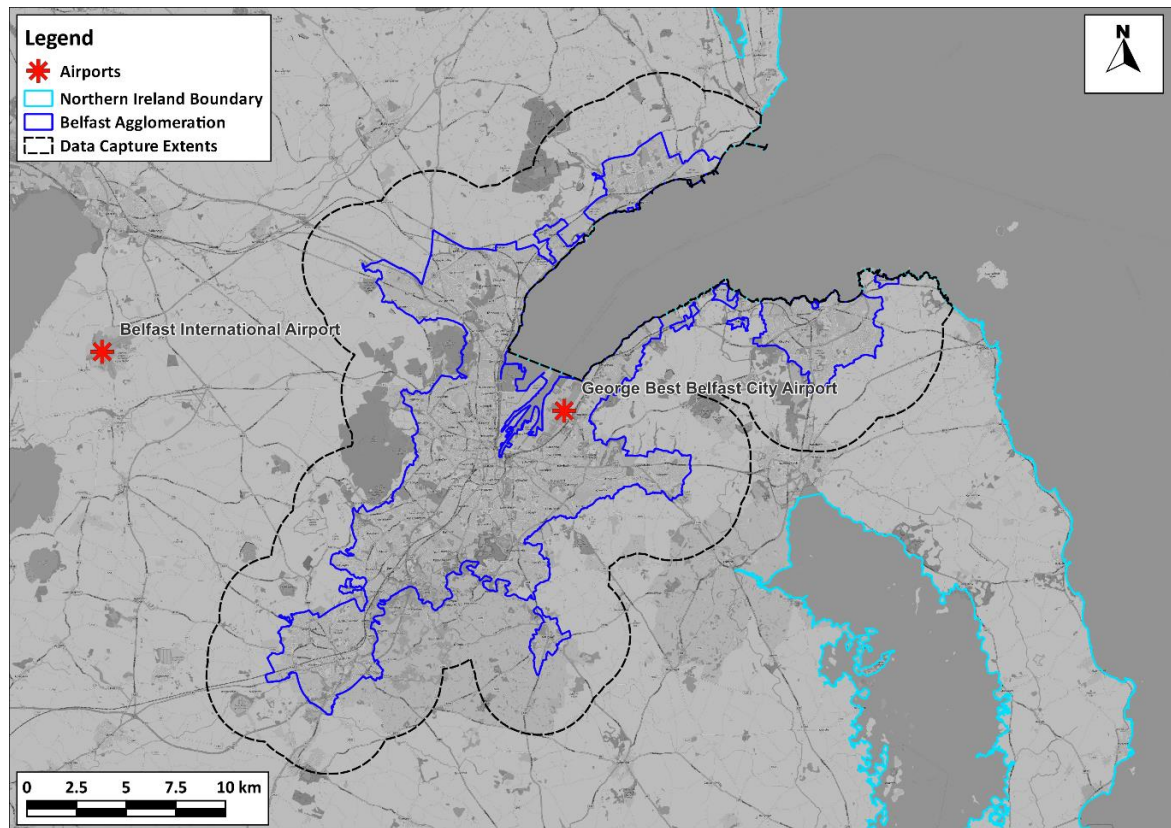
For context, Belfast International Airport has also included a 2023 assessment year in the Round 4 noise action planning. Statistics for the 2023 assessment year are included in **Appendix A4**.

The spatial extents of the air noise assessment for both airports are based on consideration of potential flight paths where aircraft are likely to be operating at or below 10,000 ft.

Figure 1 presents the Round 4 Belfast Agglomeration, agglomeration data capture extents and the locations of Belfast City Airport and Belfast International Airport.

⁸ <https://www.legislation.gov.uk/nisr/2006/387/contents/made>

Figure 1: Belfast Agglomeration Data Capture Extents, Including Belfast City and Belfast International Airports



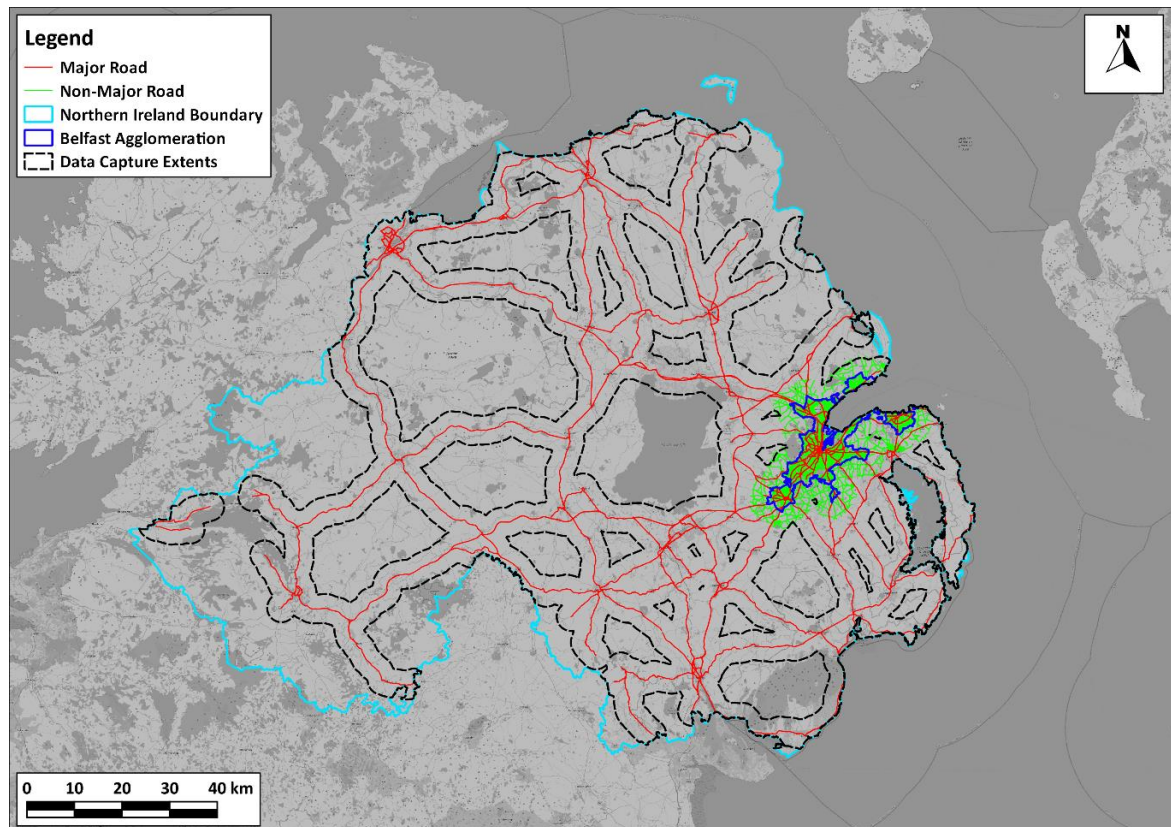
3.1.3 Road Modelling Extents

The major roads in Northern Ireland have been identified by considering trunk roads, motorways or classified roads with annual traffic movements exceeding 3 million vehicles, in accordance with the Regulations.

Further details on traffic flow determination and major road traffic noise sources can be found in the Stage 1 Report.

Figure 2 presents the Round 4 road model and data capture extents.

Figure 2: Road Model Data Capture Extents



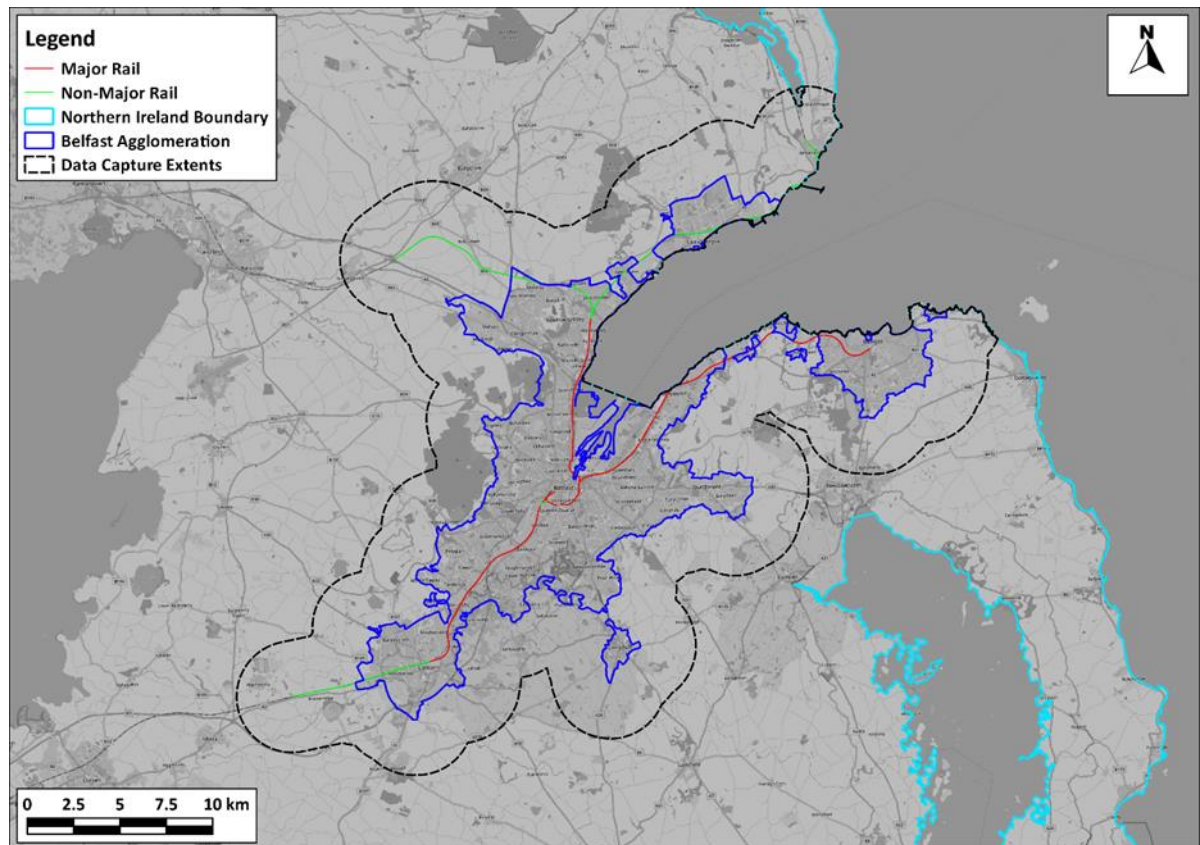
3.1.4 Railway Modelling Extents

For the Round 4 2021 assessment year, it was confirmed with the competent authority, Translink, that there have been no changes to the network that would alter the extents of the major railways since Round 3.

All of Northern Ireland's major railway network lies within the Belfast Agglomeration or extends to Bangor. Therefore, only rail sections within 3 km of the agglomeration were considered in the Round 4 data capture. Translink's data subsequently confirmed that Northern Ireland's major railways are situated in and around the Belfast Agglomeration.

Figure 3 presents the Round 4 rail model and data capture extents.

Figure 3: Rail Model Data Capture Extents



4 Calculation Methods for Round 4

4.1 Calculation Methods for Previous Rounds

For all previous rounds of mapping, the following calculation methods were used:

- For airports: "Report on Standard Method of Computing Noise Contours around Civil Airports", ECAC.CEAC Doc 29, 2nd Edition, July 1997
- For roads: Calculation of Road Traffic Noise (CRTN, 1988), as adapted
- For railways: Calculation of Railway Noise (CRN, 1995), as adapted
- For industry: ISO 9613-2: Acoustics – Attenuation of sound propagation outdoors, Part 2: General method of calculation (ISO 9613-2, 1996), as adapted

As discussed in **Section 2.1**, for Round 4 there is a requirement to use the Common Noise Assessment Methods in Europe (CNOSSOS-EU) methodology, which is somewhat different to the methodologies used in previous rounds.

4.2 CNOSSOS-EU

4.2.1 Background

The European Commission published Directive 2015/996⁹ in July 2015, which established common noise assessment methods according to Directive 2002/49/EC (the END). It replaced Annex II of the END, removing the Interim Methods and now requiring that Member States apply CNOSSOS-EU for the noise modelling of road, rail, aircraft and industrial sources.

Shortly after the publication of Directive 2015/996, some formatting and typographical errors were identified which were addressed in the Corrigendum¹⁰ which was published in January 2018.

The Netherlands National Institute for Public Health and the Environment (RIVM) had identified a number of issues with the CNOSSOS-EU method after undertaking research into the method as set out in Directive 2015/996. Following this, in 2018 the EC approved the formation of a technical working group. The technical working group consisted of a number of representatives that were nominated by EU member states, whose task was to address the issues identified in CNOSSOS-EU and propose some refinements to the method.

In April 2019, the working group published a report (Amendments for CNOSSOS-EU, Descriptions of issues and proposed solutions, RIVM Letter report 2019-0023¹¹), which led to the EC drafting Delegated Directive (EU) 2021/1226¹² that set out a number of refinements to be applied to Annex II of the END. Following public consultation, and consultation with The Noise Expert Group¹³, it was published in December 2020 with publication in the Official Journal in July 2021.

4.2.2 Calculation of Roads, Railway and Industrial Noise

For road, rail and industry sources the CNOSSOS-EU:2020 method has three separate modelling parts:

- **Source part:** There are separate noise source emission models for road, railway, industrial and aircraft sources. The noise source emission describes the sound power level emitted by the source

⁹ <https://eur-lex.europa.eu/eli/dir/2015/996/oj> (Accessed November 2024)

¹⁰ <https://www.ecac-ceac.org/documents/ecac-documents-and-international-agreements> (Accessed November 2024)

¹¹ <https://www.rivm.nl/bibliotheek/rapporten/2019-0023.pdf> (Accessed November 2024)

¹² <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32021L1226> (Accessed November 2024)

¹³ <https://ec.europa.eu/transparency/expert-groups-register/screen/expert-groups/consult?lang=en&do=groupDetail.groupDetail&groupID=2809&Lang=EN> (Accessed November 2024)

as a function of a variety of input factors. For example, in the case of road traffic, this would include traffic volume and speed, road temperature, road gradient and road surface.

- **Propagation part:** The propagation part of CNOSSOS-EU:2020 defines how noise levels will attenuate due to aspects such as the distance along a propagation path (source to receiver), air absorption, terrain elevations, screening effects from buildings and barriers, meteorological effects and the influence of ground cover. The CNOSSOS-EU:2020 propagation model is derived from the French NMPB 2008¹⁴ model, and is the same irrespective of the source type being modelled (road/rail/industry).
- **Receiver part:** The receiver part specifies how receiver points should be positioned on dwelling façades, how the number of people and number of dwellings should be attributed to the calculated noise exposure levels at the façade, and how the area exposed to noise should be determined from the calculated noise grids.

4.2.3 Calculation of Aircraft Noise

A workshop on aircraft noise prediction was held in January 2010, allowing EU experts to discuss the aircraft noise module of CNOSSOS-EU. This event was organised by the European Commission's Joint Research Centre (JRC) in liaison with the Directorate-General for the Environment (DG ENV) and the European Environment Agency (EEA).

The discussions acknowledged that aircraft noise modelling is distinct in comparison to road, rail and industry sources. While there are well established performance databases and prediction methods at international level, there is scope for improving the existing methods and procedures. Additionally, it was recognised that *“worldwide resources to develop and maintain aircraft noise modelling tools are limited, and as such it is critical to increase synergies among the stakeholders affected and maximise the commonality of both the methodology and the input data”*.

A Working Group (WG) was set up for aircraft noise (WG 4), tasked with continuing the previous work to make formal recommendations on the aircraft calculation method.

There was a requirement that the methodology must be used by the airport operating restrictions Directive (Directive 2002/30/EC¹⁵). Two methods were considered:

1. ECAC Doc. 29 3rd Edition – which was published in 2005 and provides a recommended method for calculating aircraft noise around civil airports; and
2. AzB 2008 – which is a German tool developed for the enforcement of the German Act for Protection against Aircraft Noise, which came into force in 2007.

WG 4 found that whilst AzB 2008 and its database could be developed to meet the needs of the method used for calculating aircraft noise for strategic noise mapping, ECAC Doc. 29 3rd Edition and the International Civil Aviation Organization Aircraft Noise and Performance (ICAO ANP) database version 2 *“were better suited to the additional requirements imposed by Directive 2002/30/EC at this time.”*

WG 4 concluded that *“ECAC Doc. 29 3rd Edition (December 2005) and the ICAO ANP database version 2 are therefore recommended as the aircraft noise calculation method and database for incorporation into Annex II of the Environmental Noise Directive 2002/49/EC (END).”*

Delegated Directive (EU) 2021/1226 subsequently amended Annex II of the END to bring the CNOSSOS-EU method for aircraft noise calculations into alignment with ECAC Doc 29 4th Edition, December 2016.

¹⁴ Sêtra, *Road noise prediction - Noise propagation computation method including meteorological effects (NMPB 2008)*, Sêtra, June 2009.

¹⁵ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32002L0030> (Accessed November 2024)

4.2.4 Quality Criteria

Section 2.1.2 of CNOSSOS-EU sets out a quality framework. It states the following on the accuracy of input values:

“All input values affecting the emission level of a source shall be determined with at least the accuracy corresponding to an uncertainty of ± 2 dB(A) in the emission level of the source (leaving all other parameters unchanged).”

The approach to assembling the noise model for Northern Ireland had the objective of ensuring that the source emission levels are calculated in a manner which conforms to the CNOSSOS-EU ± 2.0 dB(A) quality criteria.

5 Dataset Specification and Requirements

The calculation method and the need to create a comprehensive 3D model of buildings, terrain, and bridges for noise propagation dictate the dataset specifications and requirements. The dataset specification and requirements are summarised briefly in this section of the report, with full details provided in the Stage 1 Report.

5.1 CNOSSOS-EU:2020 Model Requirements

5.1.1 Propagation Model

The propagation model consists of features representing terrain elevations (breaklines, spot heights, equal height contours), bridges, buildings, ground cover and meteorological data. Therefore, geospatial objects which can be processed in Geographic Information System (GIS) software are required to represent these features.

5.1.2 Road Source Emission Model Requirements

The CNOSSOS-EU:2020 road source emission model requires information on aspects such as 3D road centreline geometries, composition of road traffic flows and speeds, road surface, gradient and temperature and the location of roundabouts and traffic light junctions.

5.1.3 Railway Source Emission Model Requirements

The CNOSSOS-EU:2020 rail source emission model requires information on aspects such as 3D railway centreline geometry, rail vehicle flows and speeds for each rail vehicle type, and parameters describing each railway vehicle, railway track and support structures present within the rail network.

5.1.4 Industry Source Emission Model Requirements

For industry noise sources, CNOSSOS-EU:2020 requires information on aspects such as classification of source type (point, line or area source), sound power emission (in broadband and octave bands), working hours, location and elevation of the source and directivity of the source.

5.1.5 Aircraft Model Requirements

For aircraft noise modelling, CNOSSOS-EU:2020 requires information on aspects such as aircraft movement data, noise records from fixed and/or temporary noise monitoring terminals, runway information (length and width of runway, runway end coordinates, threshold crossing elevation and glide slope etc.) and arrival and departure flight path information.

6 Noise Modelling Platform

6.1.1 Road, Rail and Industry Modelling Platform and Calculation Extents

The noise models for road, rail and industry were calculated using the LimA (version 2024) calculation software, developed by Stapeldfeldt Ingenieurgesellschaft mbH. It allows the user to calculate noise levels using the CNOSSOS-EU:2020 method. LimA (version 2024) is certified to conform to ISO/TR 17534-4:2020 'Acoustics — Software for the calculation of sound outdoors — Part 4: Recommendations for a quality assured implementation of the COMMISSION DIRECTIVE (EU) 2015/996 in software according to ISO 17534-1', which facilitates a standardised interpretation of the CNOSSOS-EU calculation method.

Details of the dataset selection, processing for the LimA 3D model development, and QA procedures are set out in the Stage 1 Report.

Calculation Efficiency Settings

The CNOSSOS-EU:2020 method for calculating road, rail and industry noise introduces a significantly higher level of complexity in the source emission and propagation calculations compared to the CRTN (1988), CRN (1995) and ISO 9613-2 (1996) methods used in previous noise mapping rounds. Consequently, while the model efficiency settings for the previous rounds were well established and understood, the change in calculation method for Round 4 necessitated updating these settings.

NCL has also been involved in preparing the noise maps for England under a framework for Defra. As part of the framework, the Project Team undertook research into the sensitivity of the CNOSSOS-EU:2020 method to a variety of factors, including calculation benchmark testing to investigate the sensitivity of the CNOSSOS-EU:2020 calculation method to various model efficiency settings. The research aimed to determine appropriate calculation settings which would deliver the calculations within reasonable timescales whilst also having regard for the CNOSSOS-EU:2020 quality framework requirements.

The outcome of this research has informed the model efficiency settings applied to the Round 4 model for Northern Ireland.

Calculation Region Extents

The Northern Ireland road, rail and industry model was split into regions based upon the Belfast Agglomeration and the Northern Ireland county boundaries, given the required meteorological model inputs had been derived on a county and agglomeration basis (see the Stage 1 Report for full details).

The LimA calculation software allows a user to define calculation extents which dictates the areas that the model will produce calculations within. This improves the calculation efficiency by ensuring that calculations will not be performed in areas where they are not required. It also ensures that calculated results will not overlap where county or agglomeration boundaries meet. The calculation regions were therefore defined as follows:

- **Agglomeration – road traffic:** Calculation extents were defined by the Belfast Agglomeration boundary extents
- **Agglomeration – railways:** Model extents were defined by the agglomeration boundary extents and a buffer distance from the railway centrelines of 3,000m. This buffer was sufficient in order to output results calculated down the required levels (55 dB L_{den} and 50 dB L_{night})
- **Agglomeration – industry:** Model extents were defined by the Belfast Agglomeration boundary extents
- **Major source – road traffic:** Model extents were defined by the Northern Ireland county boundaries with the agglomeration boundary clipped out and a buffer distance from the road centrelines of 3,000m to ensure that results are output down to the required levels (55 dB L_{den} and 50 dB L_{night})
- **Major source – railways:** Model extents were defined by the Northern Ireland county boundaries with the agglomeration boundary clipped out and a buffer distance from the railway centrelines of 3,000m to ensure that results are output down to the required levels (55 dB L_{den} and 50 dB L_{night})

It should be noted that the calculation regions only define where calculated levels will be output. The model will still consider sources located outside of the calculation regions but would contribute to the levels calculated within. This is dictated by the source search radius setting, where contributions from any source included in the model that is outside the calculation region extents but within the defined source search radius of a calculation point will be considered.

Figure 4, Figure 5 and Figure 6 present the calculation extents for road, railway and industry sources respectively.

Figure 4: Belfast Agglomeration and Major Road Calculation Extents

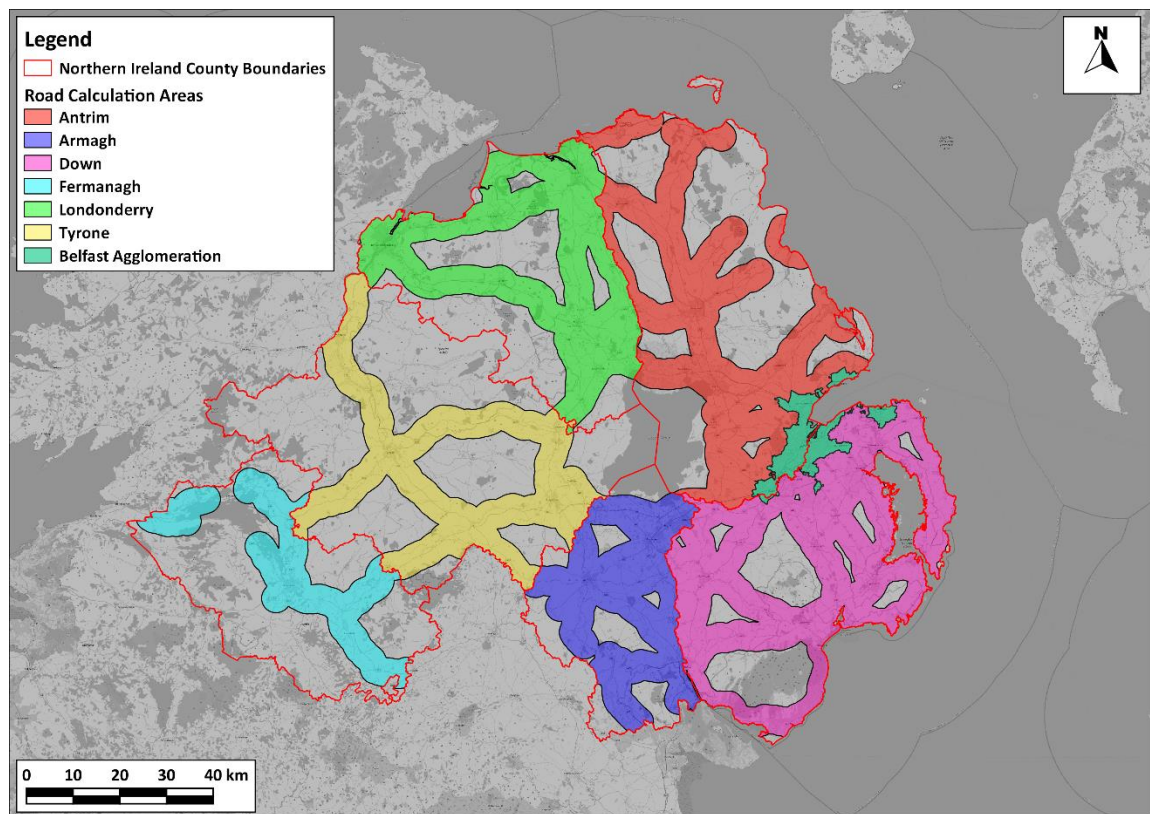


Figure 5: Belfast Agglomeration and Major Railway Calculation Extents

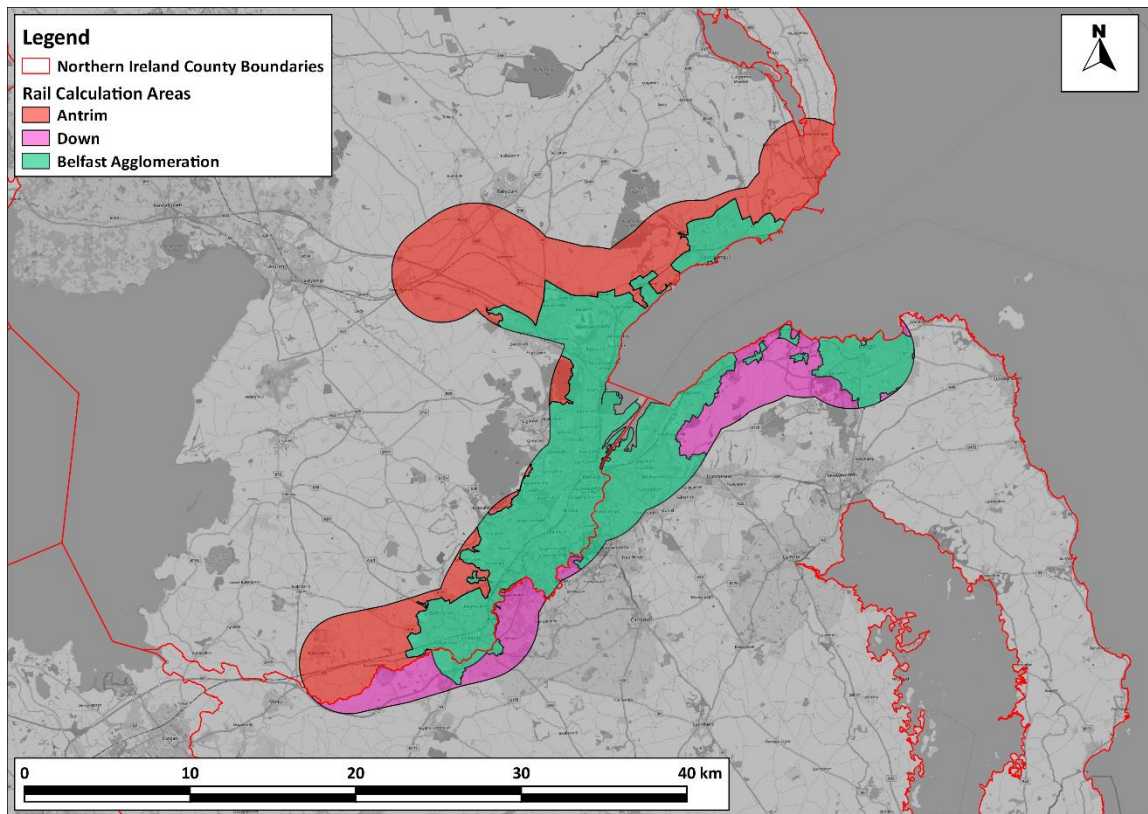
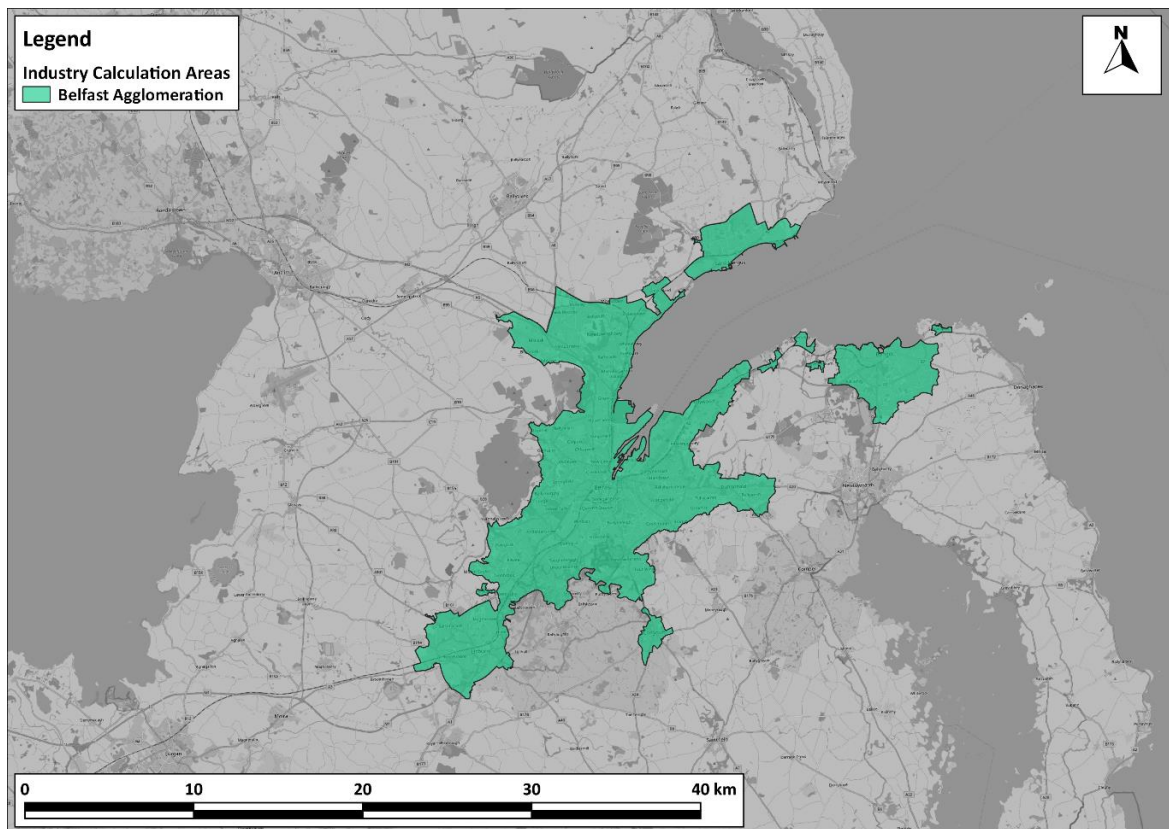


Figure 6: Belfast Agglomeration Industry Calculation Extents



Calculation Tiling

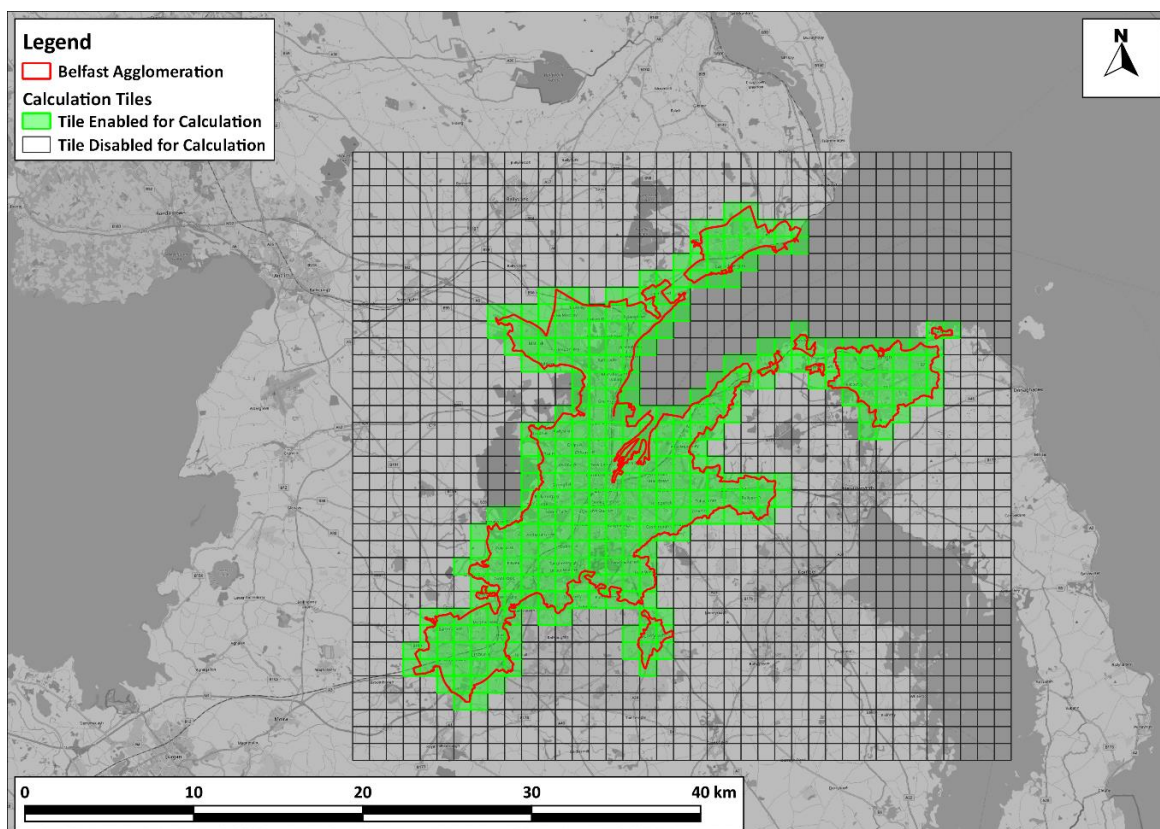
To allow calculations to be distributed across multiple calculation hardware operating in parallel, a process of calculation tiling was applied. This process relied on splitting the noise model around a uniform series of 1 km x 1 km tiles. Calculations were made in each of the tiles with a computer central processing unit (CPU) allocated to the calculation in each tile. The tiling occurred across a network and the results were deposited as tiles to a centralise location. With the hardware and number of CPUs allocated to the project, 110 km² of concurrent calculations were possible.

In the LimA calculation software environment, the tiles can be enabled or disabled to restrict where the model will output the calculated noise results along with the calculation extents described above. The model will only output calculated results within tiles that have been enabled, and within the areas defined by the calculation extents. It should be noted that contributions from all relevant sources located outside an enabled tile (by a distance defined by the Source Search Radius – in this case 3,000m) will still be considered in the calculated results output by the model, irrespective of whether the source is located within an enabled or disabled tile.

Calculations were required for separate sources, meaning that for each tile a calculation was required for roads, railways and industry. Additionally separate calculations were required for façade receiver (for the exposure analysis) and for grids (for maps).

Figure 7 provides an example of the 1 km x 1 km calculation tiles for the Belfast agglomeration which was used for the agglomeration road, agglomeration rail and industry models.

Figure 7: Belfast Agglomeration Calculation Tiles



Model Calculation Run Scenarios

The Regulations requires L_{den} and L_{night} results to be produced for road traffic, railway and industry sources. For road traffic and railway sources, the Regulations requires that results are calculated across the agglomeration for all modelled sources as well as for those sources identified as ‘major’ as defined

by the Regulations. Separate calculations were not required for major road and rail sources as these could be differentiated as part of a single calculation, with LimA outputting reports for all sources included in the model and for major sources separately.

Two calculated results formats are required for L_{den} and L_{night} :

- 10m grid format: Where the model outputs results every 10m in a uniform grid. These results are used to produce the graphical noise contour maps
- Façade receiver format: Where the model outputs results at receiver points digitised at the façades of residential, school and hospital buildings. These results are used to calculate the exposure statistics (see **Section 7**).

Table 1 summarises the model calculation run scenarios.

Table 1: Model Calculation Run Scenarios

Scenario	Noise Source	Output Noise Metrics*	Results Format
1	Road traffic (agglomeration) and road traffic (major sources)	L_{day} , L_{eve} , L_{night} and L_{den}	10m grid
2	Road traffic (agglomeration) and road traffic (major sources)	L_{day} , L_{eve} , L_{night} and L_{den}	Façade receiver
3	Railways (agglomeration) and railways (major sources)	L_{day} , L_{eve} , L_{night} , $L_{Aeq,18hr}$, $L_{Aeq,6hr}$ and L_{den}	10m grid
4	Railways (agglomeration) and railways (major sources)	L_{day} , L_{eve} , L_{night} , $L_{Aeq,18hr}$, $L_{Aeq,6hr}$ and L_{den}	Façade receiver
5	Industrial (agglomeration)	L_{day} , L_{eve} , L_{night} and L_{den}	10m grid
6	Industrial (agglomeration)	L_{day} , L_{eve} , L_{night} and L_{den}	Façade receiver

***Note:** Whilst the Regulations do not require results for L_{day} or L_{eve} , they are required along with L_{night} to calculate the L_{den} noise metric – see the description in the glossary table for a more detailed description of the L_{den} noise metric

The model was configured to output results down to a minimum of 40 dB L_{den} and 35 L_{night} , which goes beyond the reporting requirements of the Regulations (55 dB L_{den} and 50 dB L_{night}) and would allow for the calculation of harmful effects as well as enabling the graphical noise maps to present contours down to the lower levels if desired.

Post Processing of Model Outputs

Grid Results

LimA grid calculations are output as an ERT results file (a LimA proprietary file format). It includes the coordinates of each grid calculation point and associated calculated levels across all noise metrics (L_{day} , L_{eve} , L_{night} , L_{den} and $L_{Aeq,18hr}$, $L_{Aeq,6hr}$ for railways), including (where relevant) columns for calculated levels from all sources and for ‘major’ sources.

Whilst the $L_{Aeq,16h}$ noise metric was not output by the model, it was possible to calculate it from the L_{day} and L_{eve} results using the following equation:

$$L_{Aeq,16h} = 10 \times \log_{10} \left(\left(\frac{12}{16} \right) \times 10^{\frac{L_{day}}{10}} + \left(\frac{4}{16} \right) \times 10^{\frac{L_{eve}}{10}} \right)$$

A results file was output for each calculation tile enabled in the model; therefore, a process was developed to merge the results and convert them into graphical noise exposure contour maps in a GeoTiff file format which can then be mapped in GIS software as standard.

Receiver Results

Similar to the grid results, LimA also outputs its façade receiver results as an ERT results file format, with a similar structure to that of the grid calculations (coordinates of receiver points and columns of associated calculated levels). The post processing of the levels calculated at the façade receiver points to assign an exposure level to the associated buildings is set out in detail in **Section 7** of this report.

6.1.2 Airport Modelling Platform and Calculation Extents

Airport noise calculations were performed using the Federal Aviation Authority (FAA) Aviation Environmental Design Tool (AEDT 3e) modelling software, which implements the calculation methodology described in the fourth edition of ECAC Doc.29. It has been used for the modelling of aircraft noise at Belfast International Airport and Belfast City Airport. AEDT allows the user to build up a noise model introducing external data such as airfield information. The airspace information is provided by introducing the flight paths into the noise model. Once the airport is built and the tracks are defined the user can add the operation data which includes date and time, operation type, airframe model, flight profile, runway, and flight track.

Calculation Efficiency Settings

AEDT does not provide the user with the ability to apply calculation efficiency settings such as setting a dynamic error margin. However, given the extents of aircraft models tend to cover a very large area, it is standard practice to define a noise calculation grid of 50m x 50m (rather than 10m x 10m) in order to reduce calculation times. This approach has been applied to the Northern Ireland Round 4 airport noise models, with post-processing of results used to interpolate the output results to the required 10m x 10m spatial resolution.

Calculation Regions

Typically, aircraft noise model calculation extents are defined through determining where aircraft flights are below 7,000 feet, which usually ensures that noise calculations will be performed down to the levels required (in this case 55 dB L_{den} and 50 dB L_{night} as required by the Regulations). For the Northern Ireland Round 4 airport models, the areas in which aircraft are identified to be flying at altitudes below 7,000 feet were identified, with the calculation extents set to be slightly beyond these regions to ensure that noise levels will be calculated down to the required levels.

Figure 8 and **Figure 9** present the calculation extents for Belfast International Airport and Belfast City Airport respectively.

Figure 8: Belfast International Airport Calculation Extents

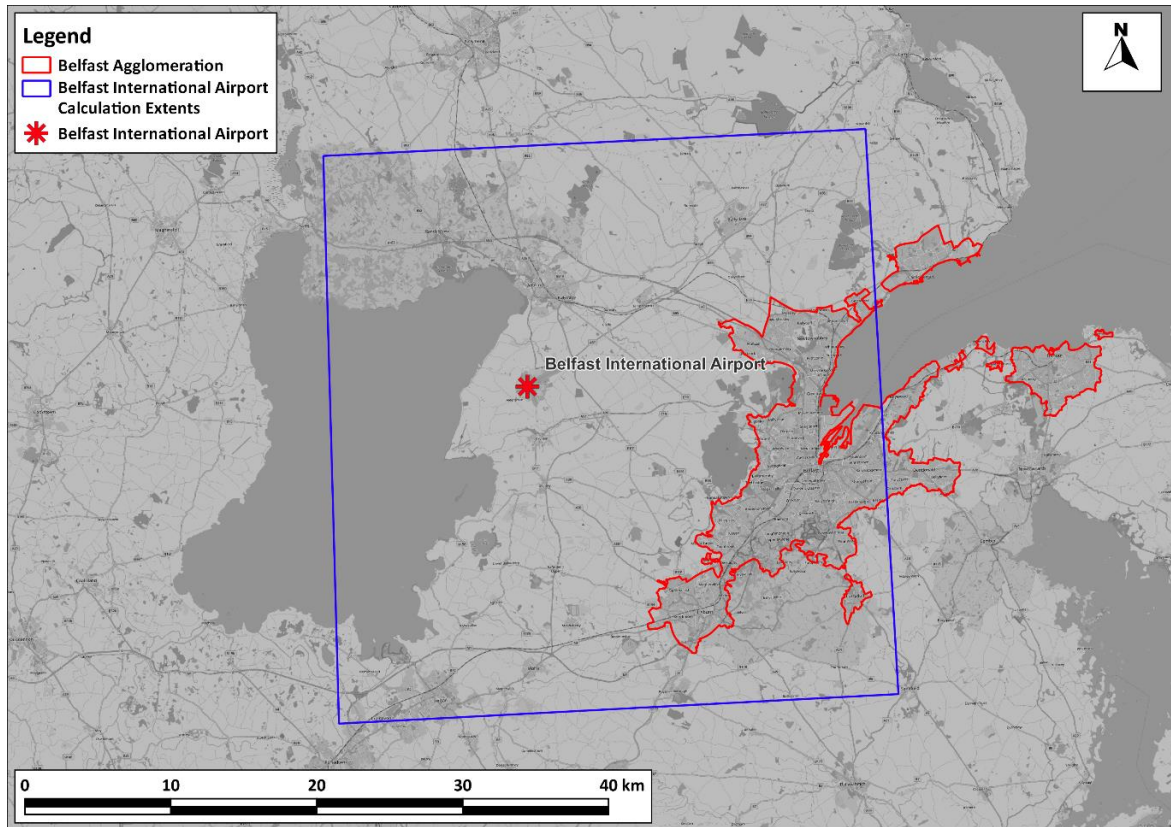
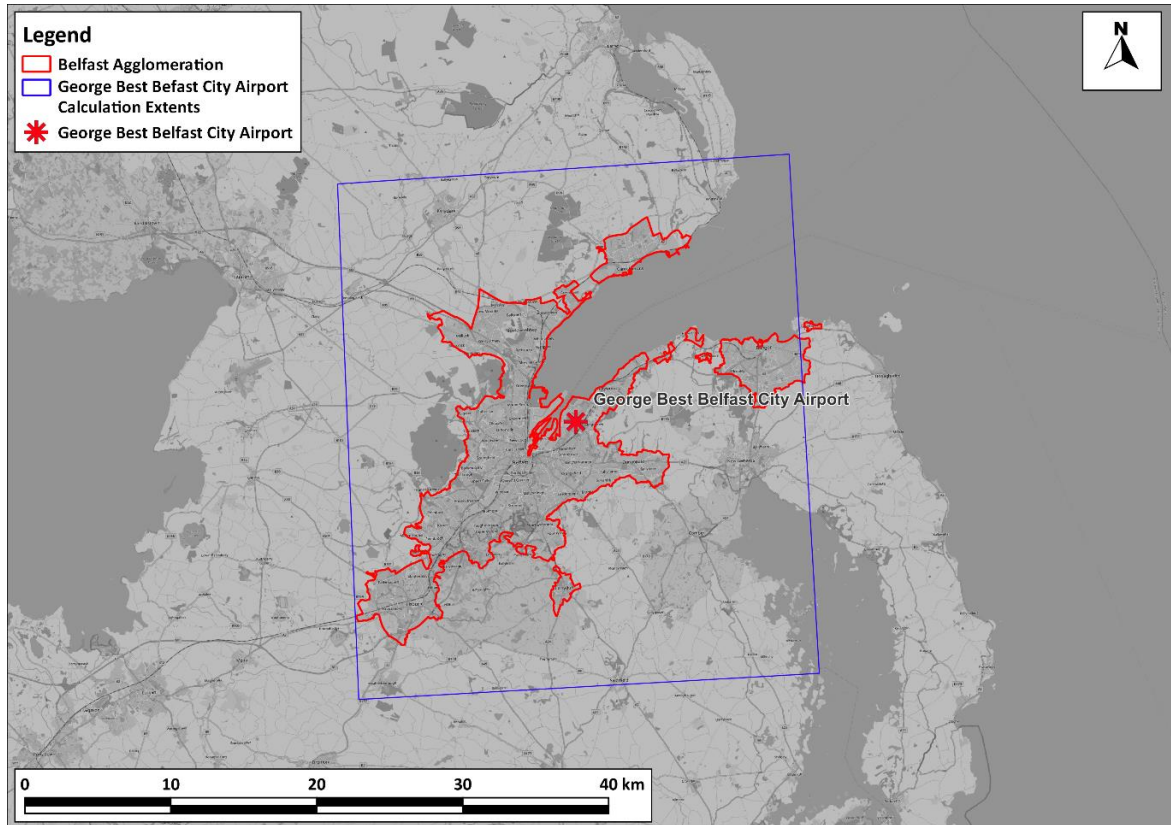


Figure 9: Belfast City Calculation Extents



Model Calculation Run Scenarios

The Regulations requires L_{den} and L_{night} results to be produced for airport sources, however AEDT does not output L_{den} results directly, rather L_{den} is calculated from the L_{day} , L_{eve} and L_{night} results using post-processing.

Additionally, it is not possible (or necessary) to run façade receiver calculations in AEDT. Therefore, only grid calculations were performed as summarised in **Table 2**.

Table 2: Model Calculation Run Scenarios

Scenario	Noise Source	Output Noise Metrics*	Results Format
1	Belfast International Airport	L_{day} , L_{eve} , L_{night} and $L_{Aeq,16h}$	50m grid
2	Belfast City Airport	L_{day} , L_{eve} , L_{night} and $L_{Aeq,16h}$	50m grid

*The L_{day} , L_{eve} and L_{night} results are post-processed to calculate L_{den}

Post Processing of Model Outputs

As noted above, the AEDT calculation software does not output results for the L_{den} noise metric, therefore L_{den} is calculated from L_{day} , L_{eve} and L_{night} as follows:

$$L_{den} = \left(\frac{1}{24} \left(12 \times 10^{\frac{L_{day}}{10}} + 4 \times 10^{\frac{L_{eve}+5}{10}} + 4 \times 10^{\frac{L_{night}+10}{10}} \right) \right)$$

The AEDT results are output in a uniform 50m x 50m array of grid points. The array of grid points is then converted into a raster grid, with bilinear interpolation applied to increase the spatial resolution from 50m x 50m to 10m x 10m.

7 Exposure Statistics

The Environmental Noise Regulations (Northern Ireland) 2006 (Regulations¹⁶), as amended by the Environmental Noise (Amendment) (NI) Regulations 2018¹⁷, transposed European Commission Directive 2002/49/EC¹⁸, known as the Environmental Noise Directive (END), into Northern Irish law. The Regulations make reference to Annex VI of the END, which sets out the exposure statistics that are required to be reported.

The END state that the following exposure statistics are required:

For Agglomerations:

"The estimated number of people (in hundreds) living in dwellings that are exposed to each of the following bands of values of L_{den} in dB 4 m above the ground on the most exposed façade: 55-59, 60-64, 65-69, 70-74, > 75, separately for noise from road, rail and air traffic, and from industrial sources. The figures must be rounded to the nearest hundred (e.g. 200 = between 150 and 249; 100 = between 50 and 149; 0 = less than 50)."

And:

"The estimated total number of people (in hundreds) living in dwellings that are exposed to each of the following bands of values of L_{night} in dB 4 m above the ground on the most exposed façade: 50-54, 55-59, 60-64, 65-69, > 70, separately for road, rail and air traffic and for industrial sources."

For major roads, major railways and major airports:

"The estimated total number of people (in hundreds) living outside agglomerations in dwellings that are exposed to each of the following bands of values of L_{den} in dB 4 m above the ground and on the most exposed façade: 55-59, 60-64, 65-69, 70-74, > 75."

And:

"The estimated total number of people (in hundreds) living outside agglomerations in dwellings that are exposed to each of the following bands of values of L_{night} in dB 4 m above the ground and on the most exposed façade: 50-54, 55-59, 60-64, 65-69, > 70."

And:

"The total area (in km²) exposed to values of L_{den} higher than 55, 65 and 75 dB respectively. The estimated total number of dwellings (in hundreds) and the estimated total number of people (in hundreds) living in each of these areas must also be given. Those figures must include agglomerations."

7.1 Method

The sections below describe the method for assigning exposure levels to populations and dwellings. The number of dwellings and people in dwellings assigned to the buildings within the model were determined through analysis of OSNI Pointer, OSNI Fusion and CENSUS 2021 data, with full details provided in the Stage 1 Report.

7.1.1 Road Traffic, Railway and Industry Exposure Statistics

The calculation of exposure statistics for road, railway and industry sources requires that schools, hospitals and the number of dwellings within buildings are identified, as well as the assignment of the number of people to each dwelling, and the generation of building façade receivers. Details of the processing

¹⁶ <https://www.legislation.gov.uk/nisr/2006/387/contents/made> (Accessed November 2024)

¹⁷ <https://www.legislation.gov.uk/nisr/2018/190/made> (Accessed November 2024)

¹⁸ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32002L0049> (Accessed November 2024)

steps to provide this information required to enable exposure statistics to be calculated are set out in the Stage 1 Report.

The approach to assigning calculated levels at the façade receivers to dwellings and people in dwellings is set out in CNOSSOS-EU:2020. Three methods can be applied, summarised below:

Method 1: The location of individual dwellings is known

Where the location of individual dwellings is known, the dwelling and number of people within the dwelling is assigned to the façade receiver point at the most exposed façade of the dwelling. This applies to:

- Detached houses; or
- Semi-detached/terraced houses, or apartment buildings where the internal division of the buildings is known; or
- Buildings with a floor size that indicates a single dwelling per floor level; or
- Buildings with a floor size and height that indicates a single dwelling per building.

Method 2: Information is available showing that dwellings are arranged within an apartment such that they have a single façade exposed to noise

Method 2 applies to apartment blocks that have all windows within each apartment only facing one direction. Under this scenario, the dwellings and people in dwellings are assigned to all façade receivers associated with the building, weighted by the façade length that each façade receiver represents, resulting in the dwellings and number people within the dwellings being assigned the lowest, median and highest calculated noise levels around the building façade.

Method 3: Information is available showing that dwellings are arranged within an apartment such that they have more than one façade exposed to noise

Method 3 applies to:

- Buildings that have all windows within each dwelling facing more than one direction; or
- Buildings with courtyards or internal light wells; or
- Buildings that contain apartments that transverse the width of the building and have façades exposed to both sides of the building, or to courtyard or light well; or
- Buildings where the internal layout of the dwellings is not known

Under this scenario, the dwellings and people within dwellings are assigned the median or higher noise levels calculated around the building façades. This approach is to be considered the default approach in situations where the layout of dwellings within a building is unknown.

It has not been possible to consider Method 2, given that the layout of dwellings within the buildings considered in the Round 4 maps is unknown, therefore:

- **Method 1** has been applied to buildings with one dwelling; and
- **Method 3** has been applied to all other multi-dwelling residential buildings.

The noise levels were assigned to population and dwellings using the methods described above. A programming process was developed which read in all required attribute data from the building's dataset, façade receiver dataset and all required information within the model results files and output the required exposure statistics.

The estimated exposure statistics were output in 1 dB noise exposure bands for the noise metrics L_{day} , L_{eve} , L_{night} and L_{den} .

7.1.2 Aircraft Exposure Statistics

For aircraft noise, the method for assigning calculated levels to dwellings and people in dwellings is based upon the calculated noise grid. The processing steps are summarised below:

1. Extract residential, hospital and school buildings from the processed buildings dataset (as described in the Stage 1 Report) and convert the building polygons to points (where a point is generated for every building at its centre of gravity)
2. Sample the calculated level from the interpolated 10m x 10m raster grid (as described in **Section 6.1.2**) at the building points
3. Assign the dwellings and number of people in the dwellings to the sampled level

7.2 Exposure Statistics

The tables in the following sections summarises the population exposure statistics from the road traffic, railway, industry and aircraft sources as required by the Regulations.

Details of the estimated area exposed, as well as the number of dwellings and noise sensitive buildings exposed to noise bands, in **Appendix A1**. The estimated exposure statistics calculated in 1 dB bands across the noise metrics L_{day} , L_{eve} , L_{night} , $L_{Aeq,16hr}$ and L_{den} (including $L_{Aeq,18h}$ and $L_{Aeq,6h}$ for the railway source) are provided in **Appendix A2**.

7.2.1 Belfast Agglomeration Statistics

Belfast City Airport

Table 3: Belfast City Airport – Population Exposed

Noise Exposure (dB)	L_{den}	L_{day}	$L_{evening}$	$L_{Aeq,16hr}$	L_{night}
50-54	N/A	N/A	N/A	N/A	0
55-59	2,383	3,098	0	1,837	0
60-64	0	0	0	0	0
65-69	0	0	0	0	0
70-74*	0	0	0	0	0
≥ 75	0	0	0	0	N/A

*Represents ≥ 70 dB for L_{night}

Industry

Table 4: Industry – Population Exposed

Noise Exposure (dB)	L _{den}	L _{day}	L _{evening}	L _{Aeq,16hr}	L _{night}
50-54	N/A	N/A	N/A	N/A	17
55-59	97	8	0	0	0
60-64	0	4	0	0	0
65-69	0	0	0	0	0
70-74*	0	0	0	0	0
>=75	0	0	0	0	N/A

*Represents >=70 dB for L_{night}

Railways

Table 5: Railways – Population Exposed

Noise Exposure (dB)	L _{den}	L _{day}	L _{evening}	L _{Aeq,16hr}	L _{Aeq,18hr}	L _{night}	L _{Aeq,6hr}
50-54	N/A	N/A	N/A	N/A	N/A	1,733	105
55-59	5,228	4,455	3,280	4,180	3,951	554	0
60-64	1,807	1,430	1,031	1,304	1,265	20	0
65-69	474	215	136	196	163	0	0
70-74*	16	3	3	3	3	0	0
>=75	0	0	0	0	0	N/A	N/A

*Represents >=70 dB for L_{night}

Roads

Table 6: Roads – Population Exposed

Noise Exposure (dB)	L _{den}	L _{day}	L _{evening}	L _{Aeq,16hr}	L _{night}
50-54	N/A	N/A	N/A	N/A	92,108
55-59	207,332	199,826	111,965	177,034	53,443
60-64	89,884	80,731	57,594	74,663	32,836
65-69	52,749	46,382	42,572	45,582	21,059
70-74*	37,549	39,514	27,647	37,960	4,803
>=75	22,747	17,169	3,362	13,911	N/A

*Represents >=70 dB for L_{night}

7.2.2 Major Airport Statistics

Table 7: Belfast International Airport – Population Exposed

Noise Exposure (dB)	L _{den}	L _{day}	L _{evening}	L _{Aeq,16hr}	L _{night}
50-54	N/A	N/A	N/A	N/A	586
55-59	1,406	106	363	179	72
60-64	248	0	7	2	7
65-69	14	0	0	0	0
70-74*	0	0	0	0	0
>=75	0	0	0	0	N/A

*Represents >=70 dB for L_{night}

7.2.3 Major Railways Statistics

Table 8: Major Railways – Population Exposed

Noise Exposure (dB)	L _{den}	L _{day}	L _{evening}	L _{Aeq,16hr}	L _{Aeq,18hr}	L _{night}	L _{Aeq,6hr}
50-54	N/A	N/A	N/A	N/A	N/A	0	0
55-59	12	12	9	12	12	0	0
60-64	2	2	0	2	2	0	0
65-69	0	0	0	0	0	0	0
70-74*	0	0	0	0	0	0	0
>=75	0	0	0	0	0	N/A	N/A

*Represents >=70 dB for L_{night}

7.2.4 Major Roads Statistics

Table 9: Major Roads – Population Exposed

Noise Exposure (dB)	L _{den}	L _{day}	L _{evening}	L _{Aeq,16hr}	L _{night}
50-54	N/A	N/A	N/A	N/A	75,595
55-59	132,202	110,573	73,625	102,600	43,137
60-64	65,096	55,606	39,953	51,292	39,381
65-69	39,201	36,572	39,193	36,307	27,687
70-74*	40,193	40,232	32,896	40,390	4,976
>=75	28,685	23,024	3,176	18,225	N/A

*Represents >=70 dB for L_{night}

7.2.5 L_{den} Statistics higher than 55, 65 and 75 dB

As previously noted, in addition to the estimated exposure statistics set out above, the Regulations requires the following statistics to be reported:

"The total area (in km²) exposed to values of L_{den} higher than 55, 65 and 75 dB respectively. The estimated total number of dwellings (in hundreds) and the estimated total number of people (in hundreds) living in each of these areas must also be given. Those figures must include agglomerations."

The estimated exposure statistics above the 55, 65 and 75 dB L_{den} thresholds, including agglomerations, are presented in the tables below.

Belfast International Airport

Table 10: Belfast International Airport – Area of Noise Bands in km²

Noise Exposure (dB)	L _{den}
>55	20.72
>65	2.61
>75	0.28

Table 11: Belfast International Airport – Population Exposed

Noise Exposure (dB)	L _{den}
>55	1,668
>65	14
>75	0

Table 12: Belfast International Airport – Dwellings Exposed

Noise Exposure (dB)	L _{den}
>55	626
>65	6
>75	0

Railways

Table 13: Railways – Area of Noise Bands in km²

Noise Exposure (dB)	L _{den}
>55	5
>65	1
>75	0

Table 14: Railways – Population Exposed

Noise Exposure (dB)	L _{den}
>55	6,373
>65	470
>75	0

Table 15: Railways – Dwellings Exposed

Noise Exposure (dB)	L _{den}
>55	3,313
>65	264
>75	0

Roads

Table 16: Roads – Area of Noise Bands in km²

Noise Exposure (dB)	L _{den}
>55	1,047
>65	309
>75	86

Table 17: Roads – Population Exposed

Noise Exposure (dB)	L _{den}
>55	566,523
>65	187,436
>75	48,983

Table 18: Roads – Dwellings Exposed

Noise Exposure (dB)	L _{den}
>55	266,229
>65	88,959
>75	23,894

Appendices

A1 Exposure Statistics – 5 dB Bands

A1.1 Agglomeration Statistics

A1.1.1 Belfast City Airport

Table A1.1: Belfast City Airport – Area of Noise Bands in km²

Noise Exposure (dB)	Lden	Lday	Levening	LAeq,16hr	Lnight
50-54	N/A	N/A	N/A	N/A	0
55-59	2	2	1	2	0
60-64	0	0	0	0	0
65-69	0	0	0	0	0
70-74*	0	0	0	0	0
>=75	0	0	0	0	N/A

*Represents >=70 dB for Lnight

Table A1.2: Belfast City Airport – Number of Dwellings

Noise Exposure (dB)	Lden	Lday	Levening	LAeq,16hr	Lnight
50-54	N/A	N/A	N/A	N/A	0
55-59	1,207	1,581	0	925	0
60-64	0	0	0	0	0
65-69	0	0	0	0	0
70-74*	0	0	0	0	0
>=75	0	0	0	0	N/A

*Represents >=70 dB for Lnight

Table A1.3: Belfast City Airport – Number of School Buildings

Noise Exposure (dB)	Lden	Lday	Levening	LAeq,16hr	Lnight
50-54	N/A	N/A	N/A	N/A	0
55-59	2	2	0	2	0
60-64	0	0	0	0	0
65-69	0	0	0	0	0
70-74*	0	0	0	0	0
>=75	0	0	0	0	N/A

*Represents >=70 dB for Lnight

Table A1.4: Belfast City Airport – Number of Hospital Buildings

Noise Exposure (dB)	Lden	Lday	Levening	LAeq,16hr	Lnight
50-54	N/A	N/A	N/A	N/A	0
55-59	0	0	0	0	0
60-64	0	0	0	0	0
65-69	0	0	0	0	0
70-74*	0	0	0	0	0
>=75	0	0	0	0	N/A

*Represents >=70 dB for Lnight

A1.1.2 Industry

Table A1.5: Industry – Area of Noise Bands in km²

Noise Exposure (dB)	Lden	Lday	Levening	LAeq,16hr	Lnight
50-54	N/A	N/A	N/A	N/A	2
55-59	4	2	2	2	1
60-64	2	1	1	1	1
65-69	1	0	0	0	0
70-74*	0	0	0	0	0
>=75	0	0	0	0	N/A

*Represents >=70 dB for Lnight

Table A1.6: Industry – Number of Dwellings

Noise Exposure (dB)	L _{den}	L _{day}	L _{evening}	L _{Aeq,16hr}	L _{night}
50-54	N/A	N/A	N/A	N/A	9
55-59	48	4	0	0	0
60-64	0	2	0	0	0
65-69	0	0	0	0	0
70-74*	0	0	0	0	0
>=75	0	0	0	0	N/A

*Represents >=70 dB for L_{night}

Table A1.7: Industry – Number of School Buildings

Noise Exposure (dB)	L _{den}	L _{day}	L _{evening}	L _{Aeq,16hr}	L _{night}
50-54	N/A	N/A	N/A	N/A	1
55-59	1	0	0	0	0
60-64	0	0	0	0	0
65-69	0	0	0	0	0
70-74*	0	0	0	0	0
>=75	0	0	0	0	N/A

*Represents >=70 dB for L_{night}

Table A1.8: Industry – Number of Hospital Buildings

Noise Exposure (dB)	L _{den}	L _{day}	L _{evening}	L _{Aeq,16hr}	L _{night}
50-54	N/A	N/A	N/A	N/A	0
55-59	1	0	0	0	0
60-64	0	0	0	0	0
65-69	0	0	0	0	0
70-74*	0	0	0	0	0
>=75	0	0	0	0	N/A

*Represents >=70 dB for L_{night}

A1.1.3 Railways

Table A1.9: Railways – Area of Noise Bands in km²

Noise Exposure (dB)	Lden	Lday	Levening	LAeq,16hr	LAeq,18hr	Lnight	LAeq,6hr
50-54	N/A	N/A	N/A	N/A	N/A	2	0
55-59	3	3	3	3	3	0	0
60-64	2	1	1	1	1	0	0
65-69	0	0	0	0	0	0	0
70-74*	0	0	0	0	0	0	0
>=75	0	0	0	0	0	N/A	N/A

*Represents >=70 dB for L_{night}

Table A1.10: Railways – Number of Dwellings

Noise Exposure (dB)	Lden	Lday	Levening	LAeq,16hr	LAeq,18hr	Lnight	LAeq,6hr
50-54	N/A	N/A	N/A	N/A	N/A	844	64
55-59	2,591	2,260	1,675	2,139	2,023	316	0
60-64	977	791	587	722	699	12	0
65-69	265	116	76	106	89	0	0
70-74*	10	2	2	2	2	0	0
>=75	0	0	0	0	0	N/A	N/A

*Represents >=70 dB for L_{night}

Table A1.11: Railways – Number of School Buildings

Noise Exposure (dB)	Lden	Lday	Levening	LAeq,16hr	LAeq,18hr	Lnight	LAeq,6hr
50-54	N/A	N/A	N/A	N/A	N/A	5	0
55-59	11	12	11	10	9	2	0
60-64	4	3	1	3	3	0	0
65-69	3	2	2	2	2	0	0
70-74*	0	0	0	0	0	0	0
>=75	0	0	0	0	0	N/A	N/A

*Represents >=70 dB for L_{night}

Table A1.12: Railways – Number of Hospital Buildings

Noise Exposure (dB)	Lden	Lday	Levening	LAeq,16hr	LAeq,18hr	Lnight	LAeq,6hr
50-54	N/A	N/A	N/A	N/A	N/A	8	0
55-59	13	9	7	9	10	2	0
60-64	6	8	4	7	6	0	0
65-69	4	1	1	1	1	0	0
70-74*	0	0	0	0	0	0	0
>=75	0	0	0	0	0	N/A	N/A

*Represents >=70 dB for Lnight

A1.1.4 Roads

Table A1.13: Roads – Area of Noise Bands in km²

Noise Exposure (dB)	Lden	Lday	Levening	LAeq,16hr	Lnight
50-54	N/A	N/A	N/A	N/A	34
55-59	61	60	41	57	22
60-64	34	31	24	29	14
65-69	21	20	17	19	9
70-74*	15	14	11	13	6
>=75	14	13	6	11	N/A

*Represents >=70 dB for Lnight

Table A1.14: Roads – Number of Dwellings

Noise Exposure (dB)	Lden	Lday	Levening	LAeq,16hr	Lnight
50-54	N/A	N/A	N/A	N/A	44,516
55-59	98,427	95,576	54,295	85,263	26,263
60-64	43,603	39,234	27,974	36,246	16,158
65-69	25,830	22,723	21,117	22,271	10,424
70-74*	18,386	19,299	13,227	18,709	2,070
>=75	10,992	8,215	1,607	6,524	N/A

*Represents >=70 dB for Lnight

Table A1.15: Roads – Number of School Buildings

Noise Exposure (dB)	L _{den}	L _{day}	L _{evening}	L _{Aeq,16hr}	L _{night}
50-54	N/A	N/A	N/A	N/A	385
55-59	504	474	395	447	212
60-64	360	311	234	304	126
65-69	213	206	167	193	56
70-74*	129	120	66	117	14
>=75	60	46	12	33	N/A

*Represents >=70 dB for L_{night}

Table A1.16: Roads – Number of Hospital Buildings

Noise Exposure (dB)	L _{den}	L _{day}	L _{evening}	L _{Aeq,16hr}	L _{night}
50-54	N/A	N/A	N/A	N/A	111
55-59	103	116	106	112	65
60-64	112	99	76	93	47
65-69	60	54	56	56	33
70-74*	51	51	41	50	17
>=75	44	36	12	32	N/A

*Represents >=70 dB for L_{night}

A1.2 Major Road, Rail and Airport Statistics

A1.2.1 Belfast International Airport

Table A1.17: Belfast International Airport – Area of Noise Bands in km²

Noise Exposure (dB)	L _{den}	L _{day}	L _{evening}	L _{Aeq,16hr}	L _{night}
50-54	N/A	N/A	N/A	N/A	10
55-59	13	3	5	4	4
60-64	5	1	2	1	1
65-69	2	0	1	1	0
70-74*	1	0	0	0	0
>=75	0	0	0	0	N/A

*Represents >=70 dB for L_{night}

Table A1.18: Belfast International Airport – Number of Dwellings

Noise Exposure (dB)	L _{den}	L _{day}	L _{evening}	L _{Aeq,16hr}	L _{night}
50-54	N/A	N/A	N/A	N/A	220
55-59	527	40	136	67	28
60-64	93	0	3	1	3
65-69	6	0	0	0	0
70-74*	0	0	0	0	0
>=75	0	0	0	0	N/A

*Represents >=70 dB for L_{night}

Table A1.19: Belfast International Airport – Number of School Buildings

Noise Exposure (dB)	Lden	Lday	Levening	LAeq,16hr	Lnight
50-54	N/A	N/A	N/A	N/A	0
55-59	0	0	0	0	0
60-64	0	0	0	0	0
65-69	0	0	0	0	0
70-74*	0	0	0	0	0
>=75	0	0	0	0	N/A

*Represents >=70 dB for Lnight

Table A1.20: Belfast International Airport – Number of Hospital Buildings

Noise Exposure (dB)	Lden	Lday	Levening	LAeq,16hr	Lnight
50-54	N/A	N/A	N/A	N/A	0
55-59	0	0	0	0	0
60-64	0	0	0	0	0
65-69	0	0	0	0	0
70-74*	0	0	0	0	0
>=75	0	0	0	0	N/A

*Represents >=70 dB for Lnight

A1.2.2 Major Railway

Table A1.21: Major Railways – Area of Noise Bands in km²

Noise Exposure (dB)	Lden	Lday	Levening	LAeq,16hr	LAeq,18hr	Lnight	LAeq,6hr
50-54	N/A	N/A	N/A	N/A	N/A	1	0
55-59	3	2	2	2	2	0	0
60-64	2	1	1	1	1	0	0
65-69	0	0	0	0	0	0	0
70-74*	0	0	0	0	0	0	0
>=75	0	0	0	0	0	N/A	N/A

*Represents >=70 dB for Lnight

Table A1.22: Major Railways – Number of Dwellings

Noise Exposure (dB)	Lden	Lday	Levening	LAeq,16hr	LAeq,18hr	Lnight	LAeq,6hr
50-54	N/A	N/A	N/A	N/A	N/A	0	0
55-59	5	5	4	5	5	0	0
60-64	1	1	0	1	1	0	0
65-69	0	0	0	0	0	0	0
70-74*	0	0	0	0	0	0	0
>=75	0	0	0	0	0	N/A	N/A

*Represents >=70 dB for Lnight

Table A1.23: Major Railways – Number of School Buildings

Noise Exposure (dB)	Lden	Lday	Levening	LAeq,16hr	LAeq,18hr	Lnight	LAeq,6hr
50-54	N/A	N/A	N/A	N/A	N/A	0	0
55-59	0	0	0	0	0	0	0
60-64	0	0	0	0	0	0	0
65-69	0	0	0	0	0	0	0
70-74*	0	0	0	0	0	0	0
>=75	0	0	0	0	0	N/A	N/A

*Represents >=70 dB for Lnight

Table A1.24: Major Railways – Number of Hospital Buildings

Noise Exposure (dB)	Lden	Lday	Levening	LAeq,16hr	LAeq,18hr	Lnight	LAeq,6hr
50-54	N/A	N/A	N/A	N/A	N/A	0	0
55-59	0	0	0	0	0	0	0
60-64	0	0	0	0	0	0	0
65-69	0	0	0	0	0	0	0
70-74*	0	0	0	0	0	0	0
>=75	0	0	0	0	0	N/A	N/A

*Represents >=70 dB for Lnight

A1.2.3 Major Roads

Table A1.25: Major Roads – Area of Noise Bands in km²

Noise Exposure (dB)	Lden	Lday	Levening	LAeq,16hr	Lnight
50-54	N/A	N/A	N/A	N/A	285
55-59	492	414	278	384	150
60-64	246	208	147	194	93
65-69	136	121	93	115	62
70-74*	88	81	63	78	33
>=75	86	73	34	65	N/A

*Represents >=70 dB for L_{night}

Table A1.26: Major Roads – Number of Dwellings

Noise Exposure (dB)	Lden	Lday	Levening	LAeq,16hr	Lnight
50-54	N/A	N/A	N/A	N/A	33,905
55-59	59,657	50,030	33,339	46,429	19,276
60-64	29,413	25,218	17,903	23,243	18,397
65-69	17,516	16,347	17,780	16,201	13,217
70-74*	18,646	18,812	16,389	19,148	2,406
>=75	14,156	11,555	1,597	9,166	N/A

*Represents >=70 dB for L_{night}

Table A1.27: Major Roads – Number of School Buildings

Noise Exposure (dB)	Lden	Lday	Levening	LAeq,16hr	Lnight
50-54	N/A	N/A	N/A	N/A	396
55-59	686	569	404	513	217
60-64	359	313	216	296	179
65-69	198	190	188	198	77
70-74*	171	164	78	147	8
>=75	68	45	2	34	N/A

*Represents >=70 dB for L_{night}

Table A1.28: Major Roads – Number of Hospital Buildings

Noise Exposure (dB)	L _{den}	L _{day}	L _{evening}	L _{Aeq,16hr}	L _{night}
50-54	N/A	N/A	N/A	N/A	86
55-59	192	159	94	135	50
60-64	85	71	54	72	39
65-69	39	47	36	41	21
70-74*	33	22	23	23	2
>=75	22	19	0	16	N/A

*Represents >=70 dB for L_{night}

A2 Exposure Statistics – 1 dB Bands

A2.1 Agglomeration Statistics

A2.1.1 Belfast City Airport

Table A2.1: Belfast City Airport – Population Exposed

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
50-51	5,565.01	4,879.06	3,066.07	2,680.34	0.00
51-52	4,574.29	4,807.53	2,608.08	4,044.38	0.00
52-53	3,273.78	3,401.04	1,919.30	2,880.03	0.00
53-54	2,846.50	2,859.81	898.61	2,884.70	0.00
54-55	2,529.80	2,595.19	155.94	2,263.11	0.00
55-56	1,455.30	1,883.63	0.00	1,315.62	0.00
56-57	927.62	1,090.08	0.00	521.67	0.00
57-58	0.00	123.96	0.00	0.00	0.00
58-59	0.00	0.00	0.00	0.00	0.00
59-60	0.00	0.00	0.00	0.00	0.00
60-61	0.00	0.00	0.00	0.00	0.00
61-62	0.00	0.00	0.00	0.00	0.00
62-63	0.00	0.00	0.00	0.00	0.00
63-64	0.00	0.00	0.00	0.00	0.00
64-65	0.00	0.00	0.00	0.00	0.00
65-66	0.00	0.00	0.00	0.00	0.00
66-67	0.00	0.00	0.00	0.00	0.00
67-68	0.00	0.00	0.00	0.00	0.00
68-69	0.00	0.00	0.00	0.00	0.00
69-70	0.00	0.00	0.00	0.00	0.00
70-71	0.00	0.00	0.00	0.00	0.00
71-72	0.00	0.00	0.00	0.00	0.00
72-73	0.00	0.00	0.00	0.00	0.00
73-74	0.00	0.00	0.00	0.00	0.00
74-75	0.00	0.00	0.00	0.00	0.00
75-76	0.00	0.00	0.00	0.00	0.00

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
76-77	0.00	0.00	0.00	0.00	0.00
77-78	0.00	0.00	0.00	0.00	0.00
78-79	0.00	0.00	0.00	0.00	0.00
79-80	0.00	0.00	0.00	0.00	0.00
>=80	0.00	0.00	0.00	0.00	0.00

Table A2.2: Belfast City Airport – Number of Dwellings

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
50-51	3,036	2,642	1,673	1,468	0
51-52	2,492	2,616	1,367	2,207	0
52-53	1,814	1,875	994	1,592	0
53-54	1,529	1,566	442	1,531	0
54-55	1,319	1,357	79	1,176	0
55-56	740	973	0	669	0
56-57	467	543	0	256	0
57-58	0	65	0	0	0
58-59	0	0	0	0	0
59-60	0	0	0	0	0
60-61	0	0	0	0	0
61-62	0	0	0	0	0
62-63	0	0	0	0	0
63-64	0	0	0	0	0
64-65	0	0	0	0	0
65-66	0	0	0	0	0
66-67	0	0	0	0	0
67-68	0	0	0	0	0
68-69	0	0	0	0	0
69-70	0	0	0	0	0
70-71	0	0	0	0	0
71-72	0	0	0	0	0
72-73	0	0	0	0	0
73-74	0	0	0	0	0
74-75	0	0	0	0	0
75-76	0	0	0	0	0
76-77	0	0	0	0	0
77-78	0	0	0	0	0
78-79	0	0	0	0	0

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
79-80	0	0	0	0	0
>=80	0	0	0	0	0

Table A2.3: Belfast City Airport – Number of School Buildings

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
50-51	3	5	2	3	0
51-52	12	5	2	11	0
52-53	3	10	1	1	0
53-54	0	0	1	3	0
54-55	4	4	0	1	0
55-56	1	1	0	2	0
56-57	1	1	0	0	0
57-58	0	0	0	0	0
58-59	0	0	0	0	0
59-60	0	0	0	0	0
60-61	0	0	0	0	0
61-62	0	0	0	0	0
62-63	0	0	0	0	0
63-64	0	0	0	0	0
64-65	0	0	0	0	0
65-66	0	0	0	0	0
66-67	0	0	0	0	0
67-68	0	0	0	0	0
68-69	0	0	0	0	0
69-70	0	0	0	0	0
70-71	0	0	0	0	0
71-72	0	0	0	0	0
72-73	0	0	0	0	0
73-74	0	0	0	0	0
74-75	0	0	0	0	0
75-76	0	0	0	0	0
76-77	0	0	0	0	0
77-78	0	0	0	0	0
78-79	0	0	0	0	0

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
79-80	0	0	0	0	0
>=80	0	0	0	0	0

Table A2.4: Belfast City Airport – Number of Hospital Buildings

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
50-51	0	0	0	0	0
51-52	0	0	0	0	0
52-53	0	0	0	0	0
53-54	0	0	0	0	0
54-55	0	0	0	0	0
55-56	0	0	0	0	0
56-57	0	0	0	0	0
57-58	0	0	0	0	0
58-59	0	0	0	0	0
59-60	0	0	0	0	0
60-61	0	0	0	0	0
61-62	0	0	0	0	0
62-63	0	0	0	0	0
63-64	0	0	0	0	0
64-65	0	0	0	0	0
65-66	0	0	0	0	0
66-67	0	0	0	0	0
67-68	0	0	0	0	0
68-69	0	0	0	0	0
69-70	0	0	0	0	0
70-71	0	0	0	0	0
71-72	0	0	0	0	0
72-73	0	0	0	0	0
73-74	0	0	0	0	0
74-75	0	0	0	0	0
75-76	0	0	0	0	0
76-77	0	0	0	0	0
77-78	0	0	0	0	0
78-79	0	0	0	0	0

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
79-80	0	0	0	0	0
>=80	0	0	0	0	0

A2.1.2 Industry

Table A2.5: Industry – Population Exposed

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
40-41	4,054.50	1,565.78	1,763.94	1,557.32	1,609.56
41-42	4,022.69	1,214.83	1,273.34	1,155.84	1,372.25
42-43	3,437.28	899.40	1,022.90	812.69	970.66
43-44	2,933.70	569.59	565.43	526.10	527.91
44-45	2,954.99	322.25	445.80	334.98	332.66
45-46	2,386.75	250.37	271.87	235.76	228.05
46-47	1,770.47	156.15	166.49	139.58	123.40
47-48	1,375.21	104.06	93.11	98.55	86.56
48-49	1,199.56	115.60	100.11	105.72	87.53
49-50	671.86	47.64	40.44	42.36	23.40
50-51	447.39	69.44	49.78	50.24	15.57
51-52	256.47	24.91	8.55	10.83	0.00
52-53	164.55	25.62	13.00	18.14	0.00
53-54	100.54	15.03	9.90	16.74	1.17
54-55	94.49	5.13	0.00	0.00	0.00
55-56	66.64	1.71	0.00	0.00	0.00
56-57	24.23	0.00	0.00	0.00	0.00
57-58	5.43	0.00	0.00	0.00	0.00
58-59	0.00	0.00	0.00	0.00	0.00
59-60	1.17	5.87	0.00	0.00	0.00
60-61	0.00	3.91	0.00	0.00	0.00
61-62	0.00	0.00	0.00	0.00	0.00
62-63	0.00	0.00	0.00	0.00	0.00
63-64	0.00	0.00	0.00	0.00	0.00
64-65	0.00	0.00	0.00	0.00	0.00
65-66	0.00	0.00	0.00	0.00	0.00
66-67	0.00	0.00	0.00	0.00	0.00
67-68	0.00	0.00	0.00	0.00	0.00

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
68-69	0.00	0.00	0.00	0.00	0.00
69-70	0.00	0.00	0.00	0.00	0.00
70-71	0.00	0.00	0.00	0.00	0.00
71-72	0.00	0.00	0.00	0.00	0.00
72-73	0.00	0.00	0.00	0.00	0.00
73-74	0.00	0.00	0.00	0.00	0.00
74-75	0.00	0.00	0.00	0.00	0.00
75-76	0.00	0.00	0.00	0.00	0.00
76-77	0.00	0.00	0.00	0.00	0.00
77-78	0.00	0.00	0.00	0.00	0.00
78-79	0.00	0.00	0.00	0.00	0.00
79-80	0.00	0.00	0.00	0.00	0.00
>=80	0.00	0.00	0.00	0.00	0.00

Table A2.6: Industry – Number of Dwellings

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
40-41	2,040.05	808.72	924.59	818.26	857.53
41-42	2,011.67	701.90	671.31	655.61	753.43
42-43	1,731.57	515.41	623.54	485.84	567.56
43-44	1,485.78	302.25	314.40	283.61	294.55
44-45	1,584.32	167.31	238.57	180.93	181.39
45-46	1,250.85	120.46	134.24	115.74	116.55
46-47	946.36	77.22	80.91	69.17	55.77
47-48	718.80	50.07	44.36	47.76	41.58
48-49	718.85	56.31	48.71	51.42	42.71
49-50	362.43	22.94	19.23	20.89	11.23
50-51	248.31	33.67	24.00	24.71	8.00
51-52	135.80	12.00	4.00	5.33	0.00
52-53	74.93	12.05	6.00	9.00	0.00
53-54	47.31	8.00	5.00	9.00	1.00
54-55	45.42	3.00	0.00	0.00	0.00
55-56	32.35	1.00	0.00	0.00	0.00
56-57	12.00	0.00	0.00	0.00	0.00
57-58	3.00	0.00	0.00	0.00	0.00
58-59	0.00	0.00	0.00	0.00	0.00
59-60	1.00	3.00	0.00	0.00	0.00
60-61	0.00	2.00	0.00	0.00	0.00
61-62	0.00	0.00	0.00	0.00	0.00
62-63	0.00	0.00	0.00	0.00	0.00
63-64	0.00	0.00	0.00	0.00	0.00
64-65	0.00	0.00	0.00	0.00	0.00
65-66	0.00	0.00	0.00	0.00	0.00
66-67	0.00	0.00	0.00	0.00	0.00
67-68	0.00	0.00	0.00	0.00	0.00
68-69	0.00	0.00	0.00	0.00	0.00

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
69-70	0.00	0.00	0.00	0.00	0.00
70-71	0.00	0.00	0.00	0.00	0.00
71-72	0.00	0.00	0.00	0.00	0.00
72-73	0.00	0.00	0.00	0.00	0.00
73-74	0.00	0.00	0.00	0.00	0.00
74-75	0.00	0.00	0.00	0.00	0.00
75-76	0.00	0.00	0.00	0.00	0.00
76-77	0.00	0.00	0.00	0.00	0.00
77-78	0.00	0.00	0.00	0.00	0.00
78-79	0.00	0.00	0.00	0.00	0.00
79-80	0.00	0.00	0.00	0.00	0.00
>=80	0.00	0.00	0.00	0.00	0.00

Table A2.7: Industry – Number of School Buildings

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
40-41	8	3	2	2	2
41-42	7	0	2	2	2
42-43	6	2	0	1	0
43-44	5	0	1	0	1
44-45	5	2	1	2	1
45-46	4	0	1	0	1
46-47	2	0	0	0	0
47-48	1	0	0	0	0
48-49	1	0	0	0	0
49-50	1	0	0	0	0
50-51	0	0	0	0	1
51-52	2	0	0	0	0
52-53	0	0	0	0	0
53-54	0	1	1	1	0
54-55	0	0	0	0	0
55-56	0	0	0	0	0
56-57	1	0	0	0	0
57-58	0	0	0	0	0
58-59	0	0	0	0	0
59-60	0	0	0	0	0
60-61	0	0	0	0	0
61-62	0	0	0	0	0
62-63	0	0	0	0	0
63-64	0	0	0	0	0
64-65	0	0	0	0	0
65-66	0	0	0	0	0
66-67	0	0	0	0	0
67-68	0	0	0	0	0
68-69	0	0	0	0	0

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
69-70	0	0	0	0	0
70-71	0	0	0	0	0
71-72	0	0	0	0	0
72-73	0	0	0	0	0
73-74	0	0	0	0	0
74-75	0	0	0	0	0
75-76	0	0	0	0	0
76-77	0	0	0	0	0
77-78	0	0	0	0	0
78-79	0	0	0	0	0
79-80	0	0	0	0	0
>=80	0	0	0	0	0

Table A2.8: Industry – Number of Hospital Buildings

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
40-41	0	0	0	0	0
41-42	2	1	1	1	0
42-43	1	1	1	1	1
43-44	0	0	0	0	2
44-45	1	1	1	1	3
45-46	2	0	0	0	1
46-47	0	0	0	0	1
47-48	1	1	1	1	1
48-49	0	2	2	2	0
49-50	0	3	3	3	0
50-51	1	1	1	1	0
51-52	1	1	1	1	0
52-53	4	1	1	1	0
53-54	0	0	0	0	0
54-55	2	0	0	0	0
55-56	1	0	0	0	0
56-57	0	0	0	0	0
57-58	0	0	0	0	0
58-59	0	0	0	0	0
59-60	0	0	0	0	0
60-61	0	0	0	0	0
61-62	0	0	0	0	0
62-63	0	0	0	0	0
63-64	0	0	0	0	0
64-65	0	0	0	0	0
65-66	0	0	0	0	0
66-67	0	0	0	0	0
67-68	0	0	0	0	0
68-69	0	0	0	0	0

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
69-70	0	0	0	0	0
70-71	0	0	0	0	0
71-72	0	0	0	0	0
72-73	0	0	0	0	0
73-74	0	0	0	0	0
74-75	0	0	0	0	0
75-76	0	0	0	0	0
76-77	0	0	0	0	0
77-78	0	0	0	0	0
78-79	0	0	0	0	0
79-80	0	0	0	0	0
>=80	0	0	0	0	0

A2.1.3 Railways

Table A2.9: Railways – Population Exposed

Exposure Band	Lden	Lday	Leve	LAeq,16h	LAeq,18h	Lnight	LAeq,6h
40-41	13,873.21	9,868.90	9,505.83	9,863.84	9,680.49	2,025.60	313.07
41-42	11,318.29	8,521.98	8,319.95	8,552.14	8,197.07	1,849.24	411.43
42-43	9,682.27	6,981.84	6,886.96	6,904.36	6,793.47	1,534.77	442.31
43-44	8,262.46	6,008.77	5,708.96	6,000.76	5,850.49	1,272.05	206.47
44-45	6,688.81	4,969.14	4,923.09	4,917.20	4,748.83	1,190.81	144.17
45-46	5,839.70	3,941.35	3,854.72	3,834.28	3,843.20	1,020.99	102.04
46-47	5,084.34	3,365.26	3,244.72	3,477.48	3,461.15	1,020.85	119.74
47-48	3,906.48	3,053.14	2,839.86	2,884.43	2,693.00	943.98	84.98
48-49	3,427.42	2,429.15	2,349.11	2,417.79	2,337.77	844.96	37.76
49-50	2,737.03	1,928.45	1,974.30	2,016.40	2,086.99	907.45	37.26
50-51	2,308.95	1,810.88	1,627.05	1,697.79	1,497.54	502.25	46.13
51-52	2,064.88	1,469.26	1,354.17	1,506.65	1,463.23	342.51	42.15
52-53	1,469.34	1,211.10	1,268.91	1,134.99	1,099.42	291.11	14.02
53-54	1,333.31	1,167.18	1,370.45	1,221.74	1,199.27	368.52	2.91
54-55	1,176.35	1,231.99	1,087.82	1,305.99	1,359.62	228.26	0.00
55-56	1,164.67	1,249.64	964.77	1,189.97	1,214.94	175.10	0.00
56-57	1,251.79	1,249.90	895.19	1,115.35	990.59	172.46	0.00
57-58	1,105.94	690.77	456.25	737.44	686.33	105.62	0.00
58-59	974.88	720.47	527.48	628.13	590.31	76.67	0.00
59-60	730.23	543.85	436.59	509.27	469.05	24.48	0.00
60-61	449.83	492.99	362.62	445.12	471.71	14.38	0.00
61-62	420.42	341.05	203.33	315.20	251.89	5.22	0.00
62-63	474.36	247.20	183.57	211.95	210.81	0.00	0.00
63-64	246.65	174.74	137.38	163.52	144.48	0.00	0.00
64-65	215.28	173.98	144.45	168.55	185.74	0.00	0.00
65-66	159.61	91.55	56.56	91.06	80.74	0.00	0.00
66-67	138.86	66.46	31.93	55.13	34.49	0.00	0.00
67-68	110.75	26.42	20.55	22.47	23.85	0.00	0.00

Exposure Band	Lden	Lday	Leve	LAeq,16h	LAeq,18h	Lnight	LAeq,6h
68-69	33.91	22.00	20.74	19.09	17.44	0.00	0.00
69-70	31.35	8.30	6.65	8.30	6.65	0.00	0.00
70-71	9.44	0.00	1.65	0.00	3.30	0.00	0.00
71-72	3.57	3.30	1.65	3.30	0.00	0.00	0.00
72-73	3.30	0.00	0.00	0.00	0.00	0.00	0.00
73-74	0.00	0.00	0.00	0.00	0.00	0.00	0.00
74-75	0.00	0.00	0.00	0.00	0.00	0.00	0.00
75-76	0.00	0.00	0.00	0.00	0.00	0.00	0.00
76-77	0.00	0.00	0.00	0.00	0.00	0.00	0.00
77-78	0.00	0.00	0.00	0.00	0.00	0.00	0.00
78-79	0.00	0.00	0.00	0.00	0.00	0.00	0.00
79-80	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>=80	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Table A2.10: Railways – Number of Dwellings

Exposure Band	L _{den}	L _{day}	L _{eve}	L _{Aeq,16h}	L _{Aeq,18h}	L _{night}	L _{Aeq,6h}
40-41	7,139.92	5,145.47	4,972.93	5,160.28	5,046.93	1,049.13	131.26
41-42	5,874.92	4,472.12	4,341.51	4,493.76	4,325.31	1,004.77	167.24
42-43	5,012.58	3,733.88	3,667.10	3,701.23	3,625.51	819.86	270.01
43-44	4,303.41	3,192.67	3,024.50	3,164.70	3,088.51	686.80	124.39
44-45	3,568.38	2,570.16	2,594.76	2,570.97	2,471.74	622.53	80.76
45-46	3,086.97	2,069.87	2,014.37	2,005.08	2,019.87	504.51	51.55
46-47	2,697.00	1,767.62	1,702.43	1,821.41	1,822.32	535.71	68.64
47-48	2,063.07	1,576.72	1,500.71	1,494.25	1,391.82	457.42	52.97
48-49	1,801.87	1,289.14	1,216.92	1,264.73	1,229.84	422.78	21.75
49-50	1,414.26	991.80	1,040.02	1,074.38	1,112.87	480.64	23.22
50-51	1,211.83	964.57	867.84	888.58	759.67	187.96	27.73
51-52	1,086.33	719.39	682.76	751.35	738.53	180.78	25.96
52-53	773.14	656.21	668.82	611.13	599.88	151.45	8.75
53-54	677.11	589.52	710.88	624.28	607.85	200.42	1.88
54-55	640.70	622.32	473.93	626.73	648.56	123.51	0.00
55-56	608.92	630.11	531.31	612.18	627.11	98.37	0.00
56-57	595.14	590.93	393.04	520.12	458.39	98.74	0.00
57-58	532.59	362.15	244.20	398.38	370.90	58.36	0.00
58-59	538.60	386.84	274.82	336.35	314.53	45.61	0.00
59-60	316.13	290.06	231.21	272.21	252.09	14.88	0.00
60-61	238.91	266.78	202.82	235.90	251.83	8.75	0.00
61-62	221.08	188.47	119.37	177.42	140.99	3.00	0.00
62-63	258.20	137.39	102.82	120.16	119.47	0.00	0.00
63-64	135.63	96.33	78.76	89.44	80.27	0.00	0.00
64-65	123.22	102.32	83.21	99.13	106.75	0.00	0.00
65-66	88.49	48.06	30.25	48.25	42.75	0.00	0.00
66-67	78.13	34.38	16.88	28.38	17.88	0.00	0.00
67-68	62.11	14.75	11.75	12.75	13.75	0.00	0.00
68-69	17.88	13.88	13.00	12.00	11.00	0.00	0.00

Exposure Band	Lden	Lday	Leve	LAeq,16h	LAeq,18h	Lnight	LAeq,6h
69-70	18.75	5.00	4.00	5.00	4.00	0.00	0.00
70-71	6.00	0.00	1.00	0.00	2.00	0.00	0.00
71-72	2.00	2.00	1.00	2.00	0.00	0.00	0.00
72-73	2.00	0.00	0.00	0.00	0.00	0.00	0.00
73-74	0.00	0.00	0.00	0.00	0.00	0.00	0.00
74-75	0.00	0.00	0.00	0.00	0.00	0.00	0.00
75-76	0.00	0.00	0.00	0.00	0.00	0.00	0.00
76-77	0.00	0.00	0.00	0.00	0.00	0.00	0.00
77-78	0.00	0.00	0.00	0.00	0.00	0.00	0.00
78-79	0.00	0.00	0.00	0.00	0.00	0.00	0.00
79-80	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>=80	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Table A2.11: Railways – Number of School Buildings

Exposure Band	L _{den}	L _{day}	L _{eve}	L _{Aeq,16h}	L _{Aeq,18h}	L _{night}	L _{Aeq,6h}
40-41	57	30	31	29	27	6	0
41-42	31	26	31	23	23	5	0
42-43	37	14	17	23	20	5	2
43-44	22	23	10	16	20	6	0
44-45	18	17	23	18	15	6	1
45-46	14	18	16	17	17	1	1
46-47	21	8	5	7	7	3	1
47-48	15	5	4	5	4	1	0
48-49	8	8	7	7	6	1	0
49-50	3	2	7	2	3	5	0
50-51	6	6	7	7	7	3	0
51-52	6	7	7	8	8	1	0
52-53	9	7	5	6	8	0	0
53-54	3	5	2	5	1	0	0
54-55	9	1	1	2	4	1	0
55-56	0	4	4	2	1	0	0
56-57	3	1	2	1	1	1	0
57-58	3	3	2	4	5	1	0
58-59	0	2	1	2	2	0	0
59-60	5	2	2	1	0	0	0
60-61	2	0	0	0	2	0	0
61-62	1	2	0	2	0	0	0
62-63	1	0	0	0	0	0	0
63-64	0	0	1	0	1	0	0
64-65	0	1	0	1	0	0	0
65-66	1	0	1	0	1	0	0
66-67	0	2	1	2	1	0	0
67-68	2	0	0	0	0	0	0
68-69	0	0	0	0	0	0	0

Exposure Band	Lden	Lday	Leve	LAeq,16h	LAeq,18h	Lnight	LAeq,6h
69-70	0	0	0	0	0	0	0
70-71	0	0	0	0	0	0	0
71-72	0	0	0	0	0	0	0
72-73	0	0	0	0	0	0	0
73-74	0	0	0	0	0	0	0
74-75	0	0	0	0	0	0	0
75-76	0	0	0	0	0	0	0
76-77	0	0	0	0	0	0	0
77-78	0	0	0	0	0	0	0
78-79	0	0	0	0	0	0	0
79-80	0	0	0	0	0	0	0
>=80	0	0	0	0	0	0	0

Table A2.12: Railways – Number of Hospital Buildings

Exposure Band	L_{den}	L_{day}	L_{eve}	L_{Aeq,16h}	L_{Aeq,18h}	L_{night}	L_{Aeq,6h}
40-41	11	20	12	17	17	6	1
41-42	20	12	12	10	12	7	0
42-43	15	20	18	18	21	1	0
43-44	14	17	16	19	16	0	2
44-45	21	12	20	14	13	1	1
45-46	18	13	7	9	13	4	0
46-47	11	10	9	13	7	2	1
47-48	12	6	5	5	7	5	0
48-49	7	3	3	3	2	2	0
49-50	6	8	9	8	9	0	0
50-51	8	7	10	7	7	1	0
51-52	4	4	4	4	2	2	0
52-53	6	0	3	0	0	3	0
53-54	2	0	3	3	3	0	0
54-55	0	5	2	3	3	2	0
55-56	5	1	1	1	4	1	0
56-57	1	5	1	6	3	0	0
57-58	6	2	1	0	0	0	0
58-59	1	0	2	0	0	1	0
59-60	0	1	2	2	3	0	0
60-61	0	3	0	3	2	0	0
61-62	4	2	1	1	1	0	0
62-63	1	0	0	0	0	0	0
63-64	1	2	2	2	2	0	0
64-65	0	1	1	1	1	0	0
65-66	2	0	0	0	0	0	0
66-67	1	0	0	0	0	0	0
67-68	0	1	1	1	1	0	0
68-69	0	0	0	0	0	0	0

Exposure Band	Lden	Lday	Leve	LAeq,16h	LAeq,18h	Lnight	LAeq,6h
69-70	1	0	0	0	0	0	0
70-71	0	0	0	0	0	0	0
71-72	0	0	0	0	0	0	0
72-73	0	0	0	0	0	0	0
73-74	0	0	0	0	0	0	0
74-75	0	0	0	0	0	0	0
75-76	0	0	0	0	0	0	0
76-77	0	0	0	0	0	0	0
77-78	0	0	0	0	0	0	0
78-79	0	0	0	0	0	0	0
79-80	0	0	0	0	0	0	0
>=80	0	0	0	0	0	0	0

A2.1.4 Roads

Table A2.13: Roads – Population Exposed

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
40-41	89.90	87.38	522.69	127.12	26,752.15
41-42	141.97	161.83	891.24	188.88	33,459.19
42-43	174.23	233.27	1,568.98	314.71	38,928.48
43-44	317.85	426.74	2,840.06	618.58	43,753.01
44-45	715.54	718.70	4,924.64	972.74	45,424.93
45-46	1,215.28	1,384.37	7,743.93	2,005.87	44,840.45
46-47	2,047.65	2,433.53	11,964.74	3,356.72	42,062.24
47-48	3,776.81	4,100.00	19,376.17	5,190.74	36,544.19
48-49	6,140.97	5,980.01	28,941.37	8,193.15	33,026.74
49-50	9,818.51	10,002.64	42,271.39	14,064.83	28,721.99
50-51	16,110.99	17,365.07	57,416.30	23,644.20	23,571.13
51-52	26,536.92	28,586.96	60,978.30	36,651.15	19,860.98
52-53	38,583.24	43,915.51	55,868.15	53,975.74	17,556.21
53-54	50,696.33	59,828.20	46,950.59	63,572.49	16,609.79
54-55	57,406.86	65,175.00	38,063.57	61,941.06	14,509.42
55-56	54,958.31	58,350.60	31,191.11	52,542.88	13,088.28
56-57	48,501.49	48,759.22	25,480.56	42,247.38	12,290.57
57-58	41,025.68	38,076.57	21,518.88	33,791.33	10,475.88
58-59	34,825.94	30,248.22	18,304.75	26,315.87	9,644.45
59-60	28,020.99	24,391.32	15,469.37	22,136.73	7,943.57
60-61	23,627.65	20,306.89	13,088.60	18,495.99	7,186.77
61-62	20,762.90	17,512.61	11,787.22	16,313.10	6,364.43
62-63	17,769.57	15,311.39	11,058.58	14,537.55	6,258.29
63-64	14,735.82	14,515.69	10,932.92	13,650.16	6,642.76
64-65	12,988.00	13,084.43	10,726.80	11,665.95	6,383.93
65-66	12,981.89	10,839.18	9,403.62	10,754.19	5,974.90
66-67	10,881.07	9,929.79	9,190.62	9,287.45	4,765.51
67-68	10,191.62	8,812.08	8,263.94	8,668.82	3,941.01

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
68-69	9,487.67	8,575.23	8,059.10	9,026.60	3,283.62
69-70	9,206.28	8,225.63	7,655.11	7,844.94	3,094.14
70-71	7,565.59	7,798.75	7,959.86	7,627.41	2,436.91
71-72	7,689.43	7,542.05	6,600.27	7,905.63	1,050.25
72-73	7,031.95	8,585.57	5,791.96	8,598.24	453.43
73-74	7,747.06	8,396.45	4,341.88	7,981.88	407.30
74-75	7,514.88	7,191.25	2,953.10	5,846.61	168.94
75-76	6,049.01	5,742.44	1,324.66	5,506.00	90.31
76-77	4,932.12	4,882.11	918.84	3,660.39	83.46
77-78	4,284.39	2,752.83	388.04	2,126.96	39.23
78-79	3,461.36	1,534.97	263.48	970.26	28.57
79-80	1,659.50	978.01	147.96	610.43	26.73
>=80	2,360.63	1,278.35	318.67	1,036.81	18.16

Table A2.14: Roads – Number of Dwellings

Exposure Band	L _{den}	L _{day}	L _{eve}	L _{Aeq,16hr}	L _{night}
40-41	38.95	38.10	227.78	57.91	12,003.45
41-42	66.33	72.20	387.67	83.44	15,043.55
42-43	82.48	96.88	701.49	138.36	17,747.31
43-44	138.67	186.27	1,234.73	262.64	20,244.14
44-45	306.40	312.94	2,210.97	440.42	21,124.97
45-46	540.10	626.65	3,519.81	857.48	20,874.23
46-47	886.64	1,021.64	5,506.18	1,508.75	19,929.21
47-48	1,662.43	1,881.82	8,807.99	2,375.28	17,412.53
48-49	2,763.64	2,753.45	13,117.39	3,754.07	15,630.88
49-50	4,463.00	4,555.80	19,034.97	6,373.73	13,897.92
50-51	7,295.17	7,806.42	25,932.26	10,638.82	11,384.60
51-52	11,910.17	12,894.15	27,867.15	16,545.72	9,563.35
52-53	17,366.86	19,793.63	26,038.31	24,166.35	8,455.40
53-54	22,928.26	26,914.13	22,384.12	28,963.82	8,080.64
54-55	26,109.92	29,788.50	18,346.21	28,588.47	7,031.58
55-56	25,498.49	27,246.06	15,100.45	24,839.62	6,369.82
56-57	23,072.89	23,320.71	12,330.97	20,400.08	5,973.70
57-58	19,504.36	18,451.50	10,495.76	16,407.08	5,146.86
58-59	16,810.37	14,630.31	8,884.88	12,786.29	4,773.75
59-60	13,541.12	11,927.82	7,483.21	10,829.49	3,998.66
60-61	11,509.23	9,885.44	6,387.54	8,960.47	3,527.81
61-62	10,064.92	8,531.04	5,770.75	7,959.61	3,009.79
62-63	8,590.85	7,459.27	5,337.62	7,034.83	3,172.18
63-64	7,147.87	7,008.45	5,271.38	6,640.97	3,326.65
64-65	6,289.78	6,349.98	5,207.10	5,650.06	3,121.88
65-66	6,369.45	5,218.14	4,549.89	5,202.26	2,943.38
66-67	5,241.53	4,854.17	4,619.03	4,523.20	2,465.03
67-68	4,998.31	4,387.87	4,176.11	4,298.42	2,017.85
68-69	4,646.19	4,260.62	3,946.09	4,447.53	1,585.51

Exposure Band	Lden	Lday	Leve	L _{Aeq,16hr}	Lnight
69-70	4,575.00	4,002.57	3,825.57	3,799.72	1,412.22
70-71	3,654.81	3,799.03	3,759.73	3,840.48	984.65
71-72	3,901.23	3,746.22	3,323.38	3,906.17	485.40
72-73	3,467.60	4,137.23	2,938.13	4,142.70	202.70
73-74	3,721.55	4,081.21	1,874.54	3,867.99	141.78
74-75	3,640.31	3,534.97	1,331.48	2,951.60	96.66
75-76	3,091.47	2,834.89	622.22	2,710.03	52.39
76-77	2,491.96	2,421.91	407.49	1,731.53	43.93
77-78	2,077.74	1,249.72	197.33	905.24	23.62
78-79	1,523.30	716.01	127.64	414.85	17.67
79-80	742.03	322.26	84.20	224.31	11.90
>=80	1,065.84	670.25	168.18	538.16	8.87

Table A2.15: Roads – Number of School Buildings

Exposure Band	L _{den}	L _{day}	L _{eve}	L _{Aeq,16hr}	L _{night}
40-41	4	9	26	5	87
41-42	5	7	33	13	86
42-43	14	17	45	23	88
43-44	13	21	48	26	89
44-45	29	38	73	47	108
45-46	44	52	71	41	129
46-47	48	47	59	75	121
47-48	54	82	91	75	96
48-49	67	63	115	65	82
49-50	70	72	94	80	80
50-51	71	98	107	112	95
51-52	105	105	129	102	75
52-53	94	108	101	108	78
53-54	107	114	124	114	68
54-55	108	110	77	114	69
55-56	116	114	91	107	47
56-57	110	106	87	110	47
57-58	108	103	71	77	45
58-59	90	69	78	74	44
59-60	80	82	68	79	29
60-61	77	72	56	75	22
61-62	84	81	55	75	34
62-63	69	59	47	63	28
63-64	77	50	39	42	18
64-65	53	49	37	49	24
65-66	42	49	45	40	8
66-67	50	42	47	54	19
67-68	43	44	24	37	15
68-69	38	43	30	36	4

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
69-70	40	28	21	26	10
70-71	34	30	21	34	3
71-72	22	31	14	25	4
72-73	31	20	17	22	1
73-74	23	24	11	18	1
74-75	19	15	3	18	0
75-76	13	17	2	12	1
76-77	18	11	3	7	3
77-78	9	5	1	3	0
78-79	5	4	3	3	0
79-80	4	2	1	1	1
>=80	11	7	2	7	0

Table A2.16: Roads – Number of Hospital Buildings

Exposure Band	L _{den}	L _{day}	L _{eve}	L _{Aeq,16hr}	L _{night}
40-41	9	8	24	7	7
41-42	6	12	16	14	21
42-43	14	13	12	15	21
43-44	18	19	8	19	15
44-45	11	15	9	11	18
45-46	19	11	16	13	16
46-47	11	11	22	9	21
47-48	10	8	16	6	24
48-49	5	14	16	25	20
49-50	9	19	13	14	24
50-51	19	13	15	16	18
51-52	17	17	19	14	25
52-53	18	16	21	19	27
53-54	15	17	26	13	17
54-55	19	15	21	21	24
55-56	17	29	13	31	17
56-57	26	26	27	24	10
57-58	22	21	25	16	12
58-59	23	16	18	18	10
59-60	15	24	23	23	16
60-61	23	16	22	19	9
61-62	20	20	19	21	13
62-63	26	25	11	25	11
63-64	20	20	11	19	11
64-65	23	18	13	9	3
65-66	15	10	11	12	7
66-67	10	11	8	12	8
67-68	8	13	8	13	9
68-69	15	7	20	8	5

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
69-70	12	13	9	11	4
70-71	9	13	10	9	6
71-72	10	9	10	17	2
72-73	18	15	6	10	2
73-74	6	8	10	8	3
74-75	8	6	5	6	4
75-76	9	10	2	11	0
76-77	6	10	4	8	0
77-78	10	4	2	1	0
78-79	6	2	2	4	0
79-80	2	6	1	6	0
>=80	11	4	1	2	0

A2.2 Major Road, Rail and Airport Statistics

A2.2.1 Belfast International Airport

Table A2.17: Belfast International Airport – Population Exposed

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
50-51	4,981.47	342.50	139.98	225.99	213.92
51-52	1,356.70	116.48	207.04	447.48	79.63
52-53	487.49	72.18	325.88	185.22	112.41
53-54	364.21	82.69	451.39	76.35	120.14
54-55	373.45	66.62	324.84	47.96	60.06
55-56	437.32	42.89	132.60	64.40	34.47
56-57	499.64	27.00	74.70	64.90	27.60
57-58	272.24	18.21	26.92	23.58	2.70
58-59	105.57	13.16	58.73	23.98	0.00
59-60	91.55	4.69	69.95	2.35	7.36
60-61	118.47	0.00	5.05	2.35	0.00
61-62	77.73	0.00	2.35	0.00	2.35
62-63	27.60	0.00	0.00	0.00	2.35
63-64	24.34	0.00	0.00	0.00	2.35
64-65	0.00	0.00	0.00	0.00	0.00
65-66	7.36	0.00	0.00	0.00	0.00
66-67	0.00	0.00	0.00	0.00	0.00
67-68	2.35	0.00	0.00	0.00	0.00
68-69	4.69	0.00	0.00	0.00	0.00
69-70	0.00	0.00	0.00	0.00	0.00
70-71	0.00	0.00	0.00	0.00	0.00
71-72	0.00	0.00	0.00	0.00	0.00
72-73	0.00	0.00	0.00	0.00	0.00
73-74	0.00	0.00	0.00	0.00	0.00
74-75	0.00	0.00	0.00	0.00	0.00
75-76	0.00	0.00	0.00	0.00	0.00
76-77	0.00	0.00	0.00	0.00	0.00

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
77-78	0.00	0.00	0.00	0.00	0.00
78-79	0.00	0.00	0.00	0.00	0.00
79-80	0.00	0.00	0.00	0.00	0.00
>=80	0.00	0.00	0.00	0.00	0.00

Table A2.18: Belfast International Airport – Number of Dwellings

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
50-51	1,942	131	52	84	80
51-52	544	44	77	170	30
52-53	193	27	121	69	43
53-54	139	32	172	29	45
54-55	141	25	121	19	22
55-56	162	16	50	24	13
56-57	188	10	28	24	11
57-58	102	7	10	9	1
58-59	40	5	22	9	0
59-60	35	2	26	1	3
60-61	44	0	2	1	0
61-62	29	0	1	0	1
62-63	11	0	0	0	1
63-64	9	0	0	0	1
64-65	0	0	0	0	0
65-66	3	0	0	0	0
66-67	0	0	0	0	0
67-68	1	0	0	0	0
68-69	2	0	0	0	0
69-70	0	0	0	0	0
70-71	0	0	0	0	0
71-72	0	0	0	0	0
72-73	0	0	0	0	0
73-74	0	0	0	0	0
74-75	0	0	0	0	0
75-76	0	0	0	0	0
76-77	0	0	0	0	0
77-78	0	0	0	0	0
78-79	0	0	0	0	0

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
79-80	0	0	0	0	0
>=80	0	0	0	0	0

Table A2.19: Belfast International Airport – Number of School Buildings

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
50-51	36	0	0	0	0
51-52	0	0	0	0	0
52-53	0	0	0	0	0
53-54	0	0	0	0	0
54-55	0	0	0	0	0
55-56	0	0	0	0	0
56-57	0	0	0	0	0
57-58	0	0	0	0	0
58-59	0	0	0	0	0
59-60	0	0	0	0	0
60-61	0	0	0	0	0
61-62	0	0	0	0	0
62-63	0	0	0	0	0
63-64	0	0	0	0	0
64-65	0	0	0	0	0
65-66	0	0	0	0	0
66-67	0	0	0	0	0
67-68	0	0	0	0	0
68-69	0	0	0	0	0
69-70	0	0	0	0	0
70-71	0	0	0	0	0
71-72	0	0	0	0	0
72-73	0	0	0	0	0
73-74	0	0	0	0	0
74-75	0	0	0	0	0
75-76	0	0	0	0	0
76-77	0	0	0	0	0
77-78	0	0	0	0	0
78-79	0	0	0	0	0

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
79-80	0	0	0	0	0
>=80	0	0	0	0	0

Table A2.20: Belfast International Airport – Number of Hospital Buildings

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
50-51	0	0	0	0	0
51-52	0	0	0	0	0
52-53	0	0	0	0	0
53-54	0	0	0	0	0
54-55	0	0	0	0	0
55-56	0	0	0	0	0
56-57	0	0	0	0	0
57-58	0	0	0	0	0
58-59	0	0	0	0	0
59-60	0	0	0	0	0
60-61	0	0	0	0	0
61-62	0	0	0	0	0
62-63	0	0	0	0	0
63-64	0	0	0	0	0
64-65	0	0	0	0	0
65-66	0	0	0	0	0
66-67	0	0	0	0	0
67-68	0	0	0	0	0
68-69	0	0	0	0	0
69-70	0	0	0	0	0
70-71	0	0	0	0	0
71-72	0	0	0	0	0
72-73	0	0	0	0	0
73-74	0	0	0	0	0
74-75	0	0	0	0	0
75-76	0	0	0	0	0
76-77	0	0	0	0	0
77-78	0	0	0	0	0
78-79	0	0	0	0	0

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
79-80	0	0	0	0	0
>=80	0	0	0	0	0

A2.2.2 Major Railways

Table A2.21: Major Railways – Population Exposed

Exposure Band	Lden	Lday	Leve	LAeq,16h	LAeq,18h	Lnight	LAeq,6h
40-41	31.01	49.58	20.18	64.87	75.04	2.11	0.00
41-42	61.03	61.88	19.50	34.36	23.50	2.41	2.23
42-43	46.17	20.18	13.30	18.44	16.99	0.00	0.00
43-44	14.46	12.94	10.10	19.51	17.78	2.41	0.00
44-45	21.75	17.77	4.36	11.06	9.74	2.41	0.00
45-46	11.58	9.91	14.37	10.10	6.94	4.64	0.00
46-47	2.86	4.52	11.26	6.78	11.79	0.00	0.00
47-48	11.61	14.21	4.83	11.95	13.83	4.64	0.00
48-49	11.79	11.42	2.11	13.67	9.19	0.00	0.00
49-50	11.42	9.19	2.41	2.41	0.00	0.00	0.00
50-51	0.00	0.00	7.24	2.11	2.11	0.00	0.00
51-52	4.52	2.11	0.00	4.83	7.24	0.00	0.00
52-53	4.83	7.24	2.41	4.83	2.41	0.00	0.00
53-54	2.41	2.41	2.23	2.41	2.41	0.00	0.00
54-55	2.41	2.41	2.41	0.00	0.00	0.00	0.00
55-56	0.00	0.00	4.64	2.23	2.23	0.00	0.00
56-57	4.64	4.64	2.41	2.41	4.83	0.00	0.00
57-58	2.41	2.41	0.00	4.64	2.23	0.00	0.00
58-59	4.64	2.23	2.41	2.41	2.41	0.00	0.00
59-60	0.00	2.41	0.00	0.00	0.00	0.00	0.00
60-61	2.41	2.41	0.00	2.41	2.41	0.00	0.00
61-62	0.00	0.00	0.00	0.00	0.00	0.00	0.00
62-63	0.00	0.00	0.00	0.00	0.00	0.00	0.00
63-64	0.00	0.00	0.00	0.00	0.00	0.00	0.00
64-65	0.00	0.00	0.00	0.00	0.00	0.00	0.00
65-66	0.00	0.00	0.00	0.00	0.00	0.00	0.00
66-67	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67-68	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Exposure Band	L _{den}	L _{day}	L _{eve}	L _{Aeq,16h}	L _{Aeq,18h}	L _{night}	L _{Aeq,6h}
68-69	0.00	0.00	0.00	0.00	0.00	0.00	0.00
69-70	0.00	0.00	0.00	0.00	0.00	0.00	0.00
70-71	0.00	0.00	0.00	0.00	0.00	0.00	0.00
71-72	0.00	0.00	0.00	0.00	0.00	0.00	0.00
72-73	0.00	0.00	0.00	0.00	0.00	0.00	0.00
73-74	0.00	0.00	0.00	0.00	0.00	0.00	0.00
74-75	0.00	0.00	0.00	0.00	0.00	0.00	0.00
75-76	0.00	0.00	0.00	0.00	0.00	0.00	0.00
76-77	0.00	0.00	0.00	0.00	0.00	0.00	0.00
77-78	0.00	0.00	0.00	0.00	0.00	0.00	0.00
78-79	0.00	0.00	0.00	0.00	0.00	0.00	0.00
79-80	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>=80	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Table A2.22: Major Railways – Number of Dwellings

Exposure Band	L _{den}	L _{day}	L _{eve}	L _{Aeq,16h}	L _{Aeq,18h}	L _{night}	L _{Aeq,6h}
40-41	14.11	22.83	9.33	29.39	34.33	1.00	0.00
41-42	28.39	28.56	8.78	16.00	10.89	1.00	1.00
42-43	21.00	9.33	6.00	8.56	7.78	0.00	0.00
43-44	6.78	5.78	4.33	8.78	8.00	1.00	0.00
44-45	9.78	8.00	2.00	5.00	4.33	1.00	0.00
45-46	5.00	4.33	6.17	4.33	3.00	2.00	0.00
46-47	1.33	2.00	5.00	3.00	5.17	0.00	0.00
47-48	5.00	6.17	2.00	5.17	6.00	2.00	0.00
48-49	5.17	5.00	1.00	6.00	4.00	0.00	0.00
49-50	5.00	4.00	1.00	1.00	0.00	0.00	0.00
50-51	0.00	0.00	3.00	1.00	1.00	0.00	0.00
51-52	2.00	1.00	0.00	2.00	3.00	0.00	0.00
52-53	2.00	3.00	1.00	2.00	1.00	0.00	0.00
53-54	1.00	1.00	1.00	1.00	1.00	0.00	0.00
54-55	1.00	1.00	1.00	0.00	0.00	0.00	0.00
55-56	0.00	0.00	2.00	1.00	1.00	0.00	0.00
56-57	2.00	2.00	1.00	1.00	2.00	0.00	0.00
57-58	1.00	1.00	0.00	2.00	1.00	0.00	0.00
58-59	2.00	1.00	1.00	1.00	1.00	0.00	0.00
59-60	0.00	1.00	0.00	0.00	0.00	0.00	0.00
60-61	1.00	1.00	0.00	1.00	1.00	0.00	0.00
61-62	0.00	0.00	0.00	0.00	0.00	0.00	0.00
62-63	0.00	0.00	0.00	0.00	0.00	0.00	0.00
63-64	0.00	0.00	0.00	0.00	0.00	0.00	0.00
64-65	0.00	0.00	0.00	0.00	0.00	0.00	0.00
65-66	0.00	0.00	0.00	0.00	0.00	0.00	0.00
66-67	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67-68	0.00	0.00	0.00	0.00	0.00	0.00	0.00
68-69	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Exposure Band	Lden	Lday	Leve	LAeq,16h	LAeq,18h	Lnight	LAeq,6h
69-70	0.00	0.00	0.00	0.00	0.00	0.00	0.00
70-71	0.00	0.00	0.00	0.00	0.00	0.00	0.00
71-72	0.00	0.00	0.00	0.00	0.00	0.00	0.00
72-73	0.00	0.00	0.00	0.00	0.00	0.00	0.00
73-74	0.00	0.00	0.00	0.00	0.00	0.00	0.00
74-75	0.00	0.00	0.00	0.00	0.00	0.00	0.00
75-76	0.00	0.00	0.00	0.00	0.00	0.00	0.00
76-77	0.00	0.00	0.00	0.00	0.00	0.00	0.00
77-78	0.00	0.00	0.00	0.00	0.00	0.00	0.00
78-79	0.00	0.00	0.00	0.00	0.00	0.00	0.00
79-80	0.00	0.00	0.00	0.00	0.00	0.00	0.00
>=80	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Table A2.23: Major Railways – Number of School Buildings

Exposure Band	L _{den}	L _{day}	L _{eve}	L _{Aeq,16h}	L _{Aeq,18h}	L _{night}	L _{Aeq,6h}
40-41	2	2	0	1	0	1	0
41-42	0	0	0	0	0	0	0
42-43	0	0	0	0	0	0	0
43-44	0	0	0	0	0	0	0
44-45	0	0	0	0	0	0	0
45-46	0	0	1	0	0	0	0
46-47	0	0	0	0	1	0	0
47-48	1	1	0	1	0	0	0
48-49	0	0	0	0	0	0	0
49-50	0	0	1	0	0	0	0
50-51	0	0	0	0	1	0	0
51-52	1	1	0	1	0	0	0
52-53	0	0	0	0	0	0	0
53-54	0	0	0	0	0	0	0
54-55	0	0	0	0	0	0	0
55-56	0	0	0	0	0	0	0
56-57	0	0	0	0	0	0	0
57-58	0	0	0	0	0	0	0
58-59	0	0	0	0	0	0	0
59-60	0	0	0	0	0	0	0
60-61	0	0	0	0	0	0	0
61-62	0	0	0	0	0	0	0
62-63	0	0	0	0	0	0	0
63-64	0	0	0	0	0	0	0
64-65	0	0	0	0	0	0	0
65-66	0	0	0	0	0	0	0
66-67	0	0	0	0	0	0	0
67-68	0	0	0	0	0	0	0
68-69	0	0	0	0	0	0	0

Exposure Band	Lden	Lday	Leve	LAeq,16h	LAeq,18h	Lnight	LAeq,6h
69-70	0	0	0	0	0	0	0
70-71	0	0	0	0	0	0	0
71-72	0	0	0	0	0	0	0
72-73	0	0	0	0	0	0	0
73-74	0	0	0	0	0	0	0
74-75	0	0	0	0	0	0	0
75-76	0	0	0	0	0	0	0
76-77	0	0	0	0	0	0	0
77-78	0	0	0	0	0	0	0
78-79	0	0	0	0	0	0	0
79-80	0	0	0	0	0	0	0
>=80	0	0	0	0	0	0	0

Table A2.24: Major Railways – Number of Hospital Buildings

Exposure Band	L _{den}	L _{day}	L _{eve}	L _{Aeq,16h}	L _{Aeq,18h}	L _{night}	L _{Aeq,6h}
40-41	0	0	0	0	0	0	0
41-42	0	0	0	0	0	0	0
42-43	0	0	0	0	0	0	0
43-44	0	0	0	0	0	0	0
44-45	0	0	0	0	0	0	0
45-46	0	0	0	0	0	0	0
46-47	0	0	0	0	0	0	0
47-48	0	0	0	0	0	0	0
48-49	0	0	0	0	0	0	0
49-50	0	0	0	0	0	0	0
50-51	0	0	0	0	0	0	0
51-52	0	0	0	0	0	0	0
52-53	0	0	0	0	0	0	0
53-54	0	0	0	0	0	0	0
54-55	0	0	0	0	0	0	0
55-56	0	0	0	0	0	0	0
56-57	0	0	0	0	0	0	0
57-58	0	0	0	0	0	0	0
58-59	0	0	0	0	0	0	0
59-60	0	0	0	0	0	0	0
60-61	0	0	0	0	0	0	0
61-62	0	0	0	0	0	0	0
62-63	0	0	0	0	0	0	0
63-64	0	0	0	0	0	0	0
64-65	0	0	0	0	0	0	0
65-66	0	0	0	0	0	0	0
66-67	0	0	0	0	0	0	0
67-68	0	0	0	0	0	0	0
68-69	0	0	0	0	0	0	0

Exposure Band	Lden	Lday	Leve	LAeq,16h	LAeq,18h	Lnight	LAeq,6h
69-70	0	0	0	0	0	0	0
70-71	0	0	0	0	0	0	0
71-72	0	0	0	0	0	0	0
72-73	0	0	0	0	0	0	0
73-74	0	0	0	0	0	0	0
74-75	0	0	0	0	0	0	0
75-76	0	0	0	0	0	0	0
76-77	0	0	0	0	0	0	0
77-78	0	0	0	0	0	0	0
78-79	0	0	0	0	0	0	0
79-80	0	0	0	0	0	0	0
>=80	0	0	0	0	0	0	0

A2.2.3 Major Roads

Table A2.25: Major Roads – Population Exposed

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
40-41	22,096.44	26,250.57	34,314.78	28,525.76	48,733.08
41-42	24,932.46	30,098.58	38,113.35	31,384.31	47,595.10
42-43	28,806.22	32,615.37	40,855.36	33,982.00	46,523.05
43-44	31,709.75	35,533.51	44,391.68	37,410.21	43,231.11
44-45	34,220.52	38,959.39	46,711.65	40,343.79	40,282.24
45-46	38,505.23	41,580.11	48,047.48	43,540.59	36,853.97
46-47	41,568.54	44,573.37	49,231.20	45,687.06	33,194.89
47-48	44,063.33	45,990.62	48,755.42	46,924.84	28,541.05
48-49	47,500.41	47,757.95	47,312.22	48,122.10	25,801.71
49-50	48,438.22	47,657.72	44,076.32	47,530.33	23,101.43
50-51	49,029.30	46,364.64	38,988.93	45,733.98	19,903.32
51-52	47,613.18	44,311.83	34,203.42	43,209.17	17,277.76
52-53	44,857.03	41,880.37	30,465.89	39,394.63	14,694.72
53-54	42,041.05	36,501.07	26,521.33	34,240.72	12,580.14
54-55	37,995.10	32,463.70	22,388.73	30,963.97	11,139.51
55-56	33,707.92	29,373.73	19,319.56	27,095.36	9,764.15
56-57	29,970.62	24,975.72	17,247.20	22,723.60	8,731.22
57-58	26,159.87	20,915.85	14,396.26	20,141.28	8,564.84
58-59	22,510.09	19,071.32	12,089.16	17,108.22	7,933.01
59-60	19,853.98	16,236.80	10,572.71	15,531.80	8,143.79
60-61	17,078.04	14,508.89	9,461.32	12,672.84	7,467.99
61-62	14,848.46	12,090.97	8,616.52	11,420.12	7,704.99
62-63	12,480.31	10,547.58	7,537.28	9,814.05	8,014.53
63-64	10,856.05	9,538.25	7,220.68	9,219.30	7,953.12
64-65	9,833.25	8,920.63	7,116.77	8,166.06	8,240.38
65-66	8,716.74	7,719.00	7,019.05	7,378.13	7,245.70
66-67	8,061.37	7,268.33	7,398.03	7,212.98	6,497.59
67-68	7,582.47	7,190.40	7,602.71	7,159.71	5,775.45

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
68-69	7,484.36	7,184.58	8,128.51	7,018.14	4,714.98
69-70	7,355.57	7,209.86	9,044.45	7,538.37	3,453.64
70-71	7,273.62	7,414.06	8,788.00	7,472.74	2,336.02
71-72	7,496.31	7,929.94	7,807.82	8,457.34	1,488.38
72-73	8,314.95	8,923.29	7,164.58	8,985.55	597.91
73-74	8,851.61	8,467.98	5,579.60	7,928.46	301.03
74-75	8,256.06	7,496.83	3,556.20	7,545.73	137.92
75-76	7,109.99	7,390.36	2,002.57	6,966.58	87.95
76-77	7,257.39	6,353.74	798.71	4,894.78	19.24
77-78	5,606.44	4,185.53	269.40	3,183.85	3.20
78-79	3,782.17	2,695.78	55.70	2,060.67	4.80
79-80	2,550.98	1,581.91	39.13	721.04	0.00
>=80	2,378.16	816.48	10.16	398.46	0.00

Table A2.26: Major Roads – Number of Dwellings

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
40-41	9,331.03	11,128.81	14,824.54	12,100.54	21,789.08
41-42	10,601.87	12,803.49	16,484.27	13,441.42	21,449.84
42-43	12,276.01	13,994.84	17,793.58	14,652.79	21,039.53
43-44	13,621.70	15,331.62	19,530.92	16,144.41	19,640.45
44-45	14,786.36	16,880.43	20,685.23	17,566.39	18,265.72
45-46	16,693.91	18,178.87	21,340.34	19,121.45	16,668.94
46-47	18,143.42	19,688.45	22,121.97	20,228.46	15,012.79
47-48	19,333.39	20,399.05	22,119.22	20,889.30	12,807.35
48-49	21,046.24	21,334.35	21,673.69	21,579.90	11,456.63
49-50	21,652.47	21,424.90	20,167.77	21,508.20	10,309.61
50-51	22,018.77	21,093.87	17,814.22	20,843.64	8,895.75
51-52	21,635.92	20,240.33	15,579.32	19,804.73	7,740.50
52-53	20,492.60	19,200.42	13,812.94	18,007.66	6,642.19
53-54	19,207.68	16,658.75	11,995.11	15,620.56	5,635.23
54-55	17,263.07	14,819.73	10,093.02	14,064.38	4,991.59
55-56	15,370.32	13,308.81	8,754.48	12,270.46	4,394.28
56-57	13,543.41	11,261.74	7,788.33	10,255.03	3,891.68
57-58	11,698.77	9,448.21	6,530.93	9,108.24	3,797.81
58-59	10,114.25	8,654.56	5,477.91	7,780.29	3,538.59
59-60	8,930.69	7,356.89	4,787.28	7,014.78	3,653.84
60-61	7,713.49	6,587.85	4,259.12	5,793.73	3,419.73
61-62	6,722.11	5,509.47	3,878.94	5,181.66	3,579.33
62-63	5,635.26	4,784.33	3,401.24	4,441.41	3,711.31
63-64	4,926.67	4,318.14	3,196.26	4,141.28	3,693.71
64-65	4,415.11	4,018.17	3,167.78	3,684.46	3,993.12
65-66	3,910.63	3,470.17	3,133.92	3,278.80	3,455.89
66-67	3,608.83	3,224.92	3,291.63	3,219.74	3,141.35
67-68	3,355.12	3,212.36	3,399.50	3,206.37	2,748.46
68-69	3,353.03	3,235.44	3,686.34	3,152.69	2,247.98

Exposure Band	Lden	Lday	Leve	L _{Aeq,16hr}	Lnight
69-70	3,288.73	3,204.18	4,268.96	3,343.10	1,623.53
70-71	3,270.28	3,309.07	4,239.62	3,397.50	1,101.00
71-72	3,382.17	3,649.19	3,806.83	3,932.87	736.19
72-73	3,894.13	4,213.95	3,642.10	4,291.39	292.09
73-74	4,167.96	4,024.81	2,912.00	3,807.14	148.00
74-75	3,931.38	3,614.74	1,788.16	3,718.98	72.00
75-76	3,534.60	3,704.86	995.31	3,513.66	42.89
76-77	3,588.17	3,229.80	401.86	2,487.51	8.67
77-78	2,781.95	2,113.50	144.89	1,579.76	2.00
78-79	1,842.47	1,296.71	32.00	1,006.71	3.00
79-80	1,227.44	785.59	17.67	366.04	0.00
>=80	1,181.47	424.65	5.67	212.23	0.00

Table A2.27: Major Roads – Number of School Buildings

Exposure Band	L _{den}	L _{day}	Leve	L _{Aeq,16hr}	L _{night}
40-41	85	110	147	122	195
41-42	104	123	133	134	167
42-43	117	157	152	162	179
43-44	137	142	189	122	185
44-45	143	138	180	175	180
45-46	144	182	190	168	191
46-47	160	174	183	183	171
47-48	186	182	183	180	155
48-49	180	183	195	198	151
49-50	189	188	193	164	115
50-51	189	163	214	171	98
51-52	158	189	165	224	84
52-53	193	212	144	199	75
53-54	204	181	145	162	74
54-55	188	153	113	155	65
55-56	166	146	96	149	58
56-57	163	143	96	108	46
57-58	143	96	67	94	42
58-59	103	99	75	89	39
59-60	111	85	70	73	32
60-61	81	69	52	76	39
61-62	69	76	43	74	40
62-63	83	72	40	59	31
63-64	61	54	49	55	42
64-65	65	42	32	32	27
65-66	41	37	33	48	21
66-67	41	50	44	40	21
67-68	44	34	37	37	17
68-69	35	32	30	27	10

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
69-70	37	37	44	46	8
70-71	41	48	22	33	5
71-72	39	23	21	31	2
72-73	25	44	15	42	1
73-74	41	28	12	23	0
74-75	25	21	8	18	0
75-76	28	16	1	16	0
76-77	11	15	1	14	0
77-78	15	10	0	2	0
78-79	10	2	0	1	0
79-80	1	1	0	1	0
>=80	3	1	0	0	0

Table A2.28: Major Roads – Number of Hospital Buildings

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
40-41	14	23	21	20	30
41-42	19	21	20	24	22
42-43	20	25	18	33	39
43-44	16	22	26	16	36
44-45	28	20	28	18	31
45-46	25	28	28	28	51
46-47	20	21	27	16	56
47-48	21	16	38	26	41
48-49	35	36	28	31	34
49-50	29	22	39	37	32
50-51	19	35	43	23	15
51-52	43	42	39	49	17
52-53	27	35	47	33	16
53-54	43	33	39	35	17
54-55	36	46	31	55	21
55-56	52	43	30	34	18
56-57	41	40	24	39	10
57-58	36	34	4	27	10
58-59	38	24	14	21	4
59-60	25	18	22	14	8
60-61	16	10	18	7	7
61-62	12	11	14	22	16
62-63	12	22	8	17	10
63-64	19	19	3	14	2
64-65	26	9	11	12	4
65-66	7	13	7	7	1
66-67	11	4	14	7	5
67-68	6	8	6	10	1
68-69	7	8	6	7	12

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
69-70	8	14	3	10	2
70-71	15	6	4	8	2
71-72	5	6	6	5	0
72-73	6	3	10	5	0
73-74	6	5	1	2	0
74-75	1	2	2	3	0
75-76	3	5	0	13	0
76-77	4	13	0	3	0
77-78	13	1	0	0	0
78-79	1	0	0	0	0
79-80	1	0	0	0	0
>=80	0	0	0	0	0

A3 Strategic Noise Maps

A3.1 Belfast Agglomeration Figures

Figure A3.1: Belfast Agglomeration – Belfast City Airport – L_{den}

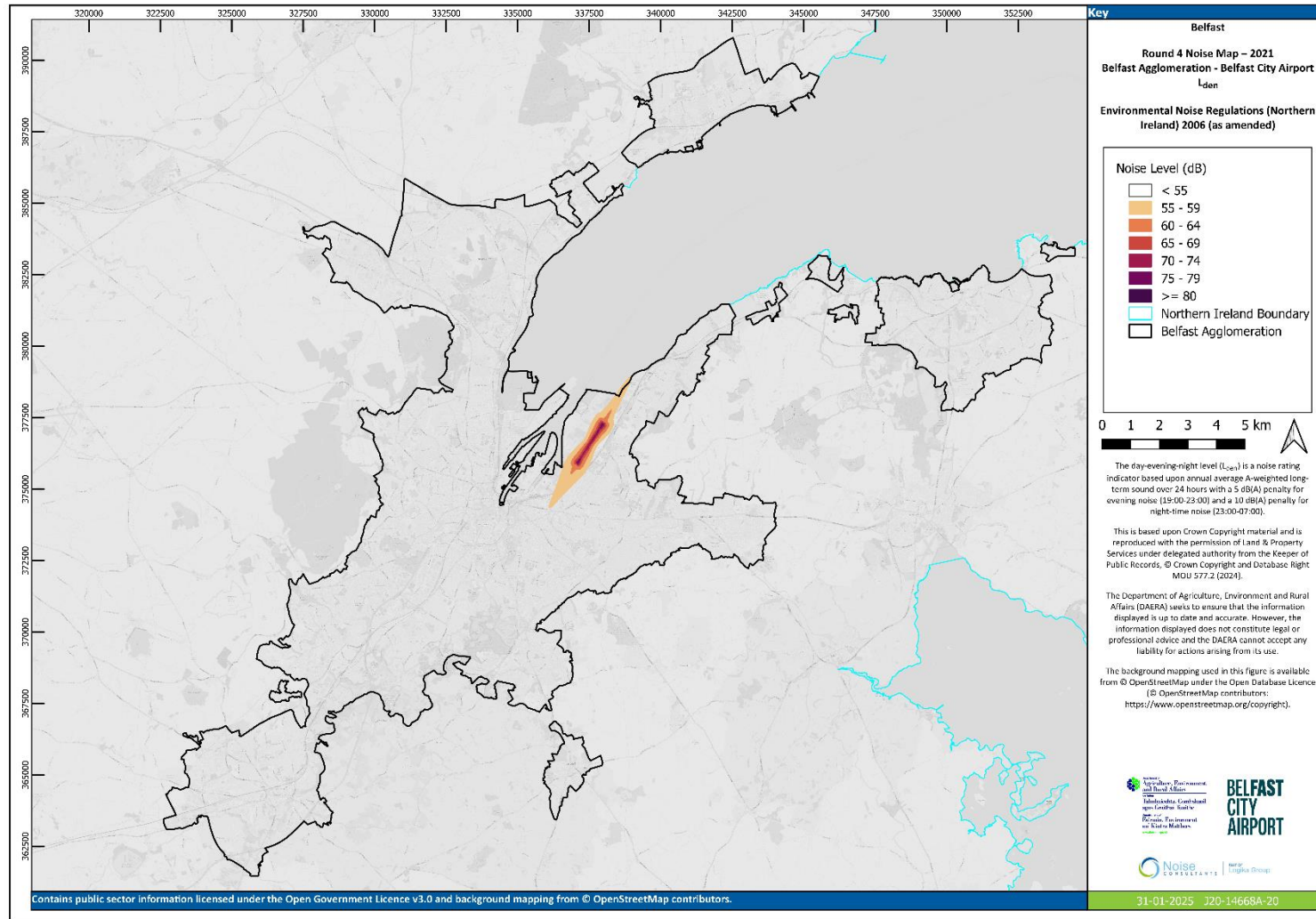


Figure A3.2: Belfast Agglomeration – Belfast City Airport – L_{day}

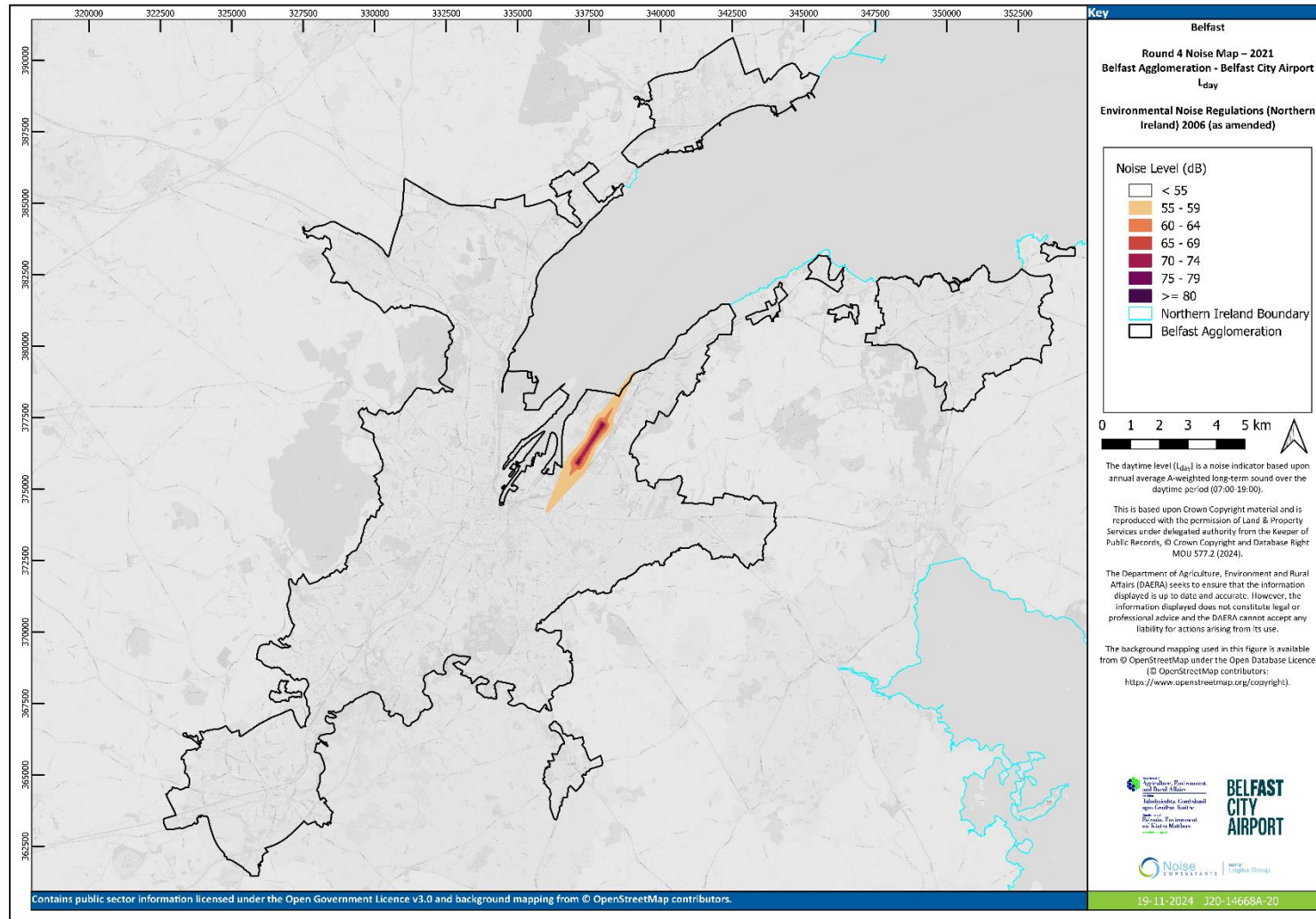


Figure A3.3: Belfast Agglomeration – Belfast City Airport – Leve

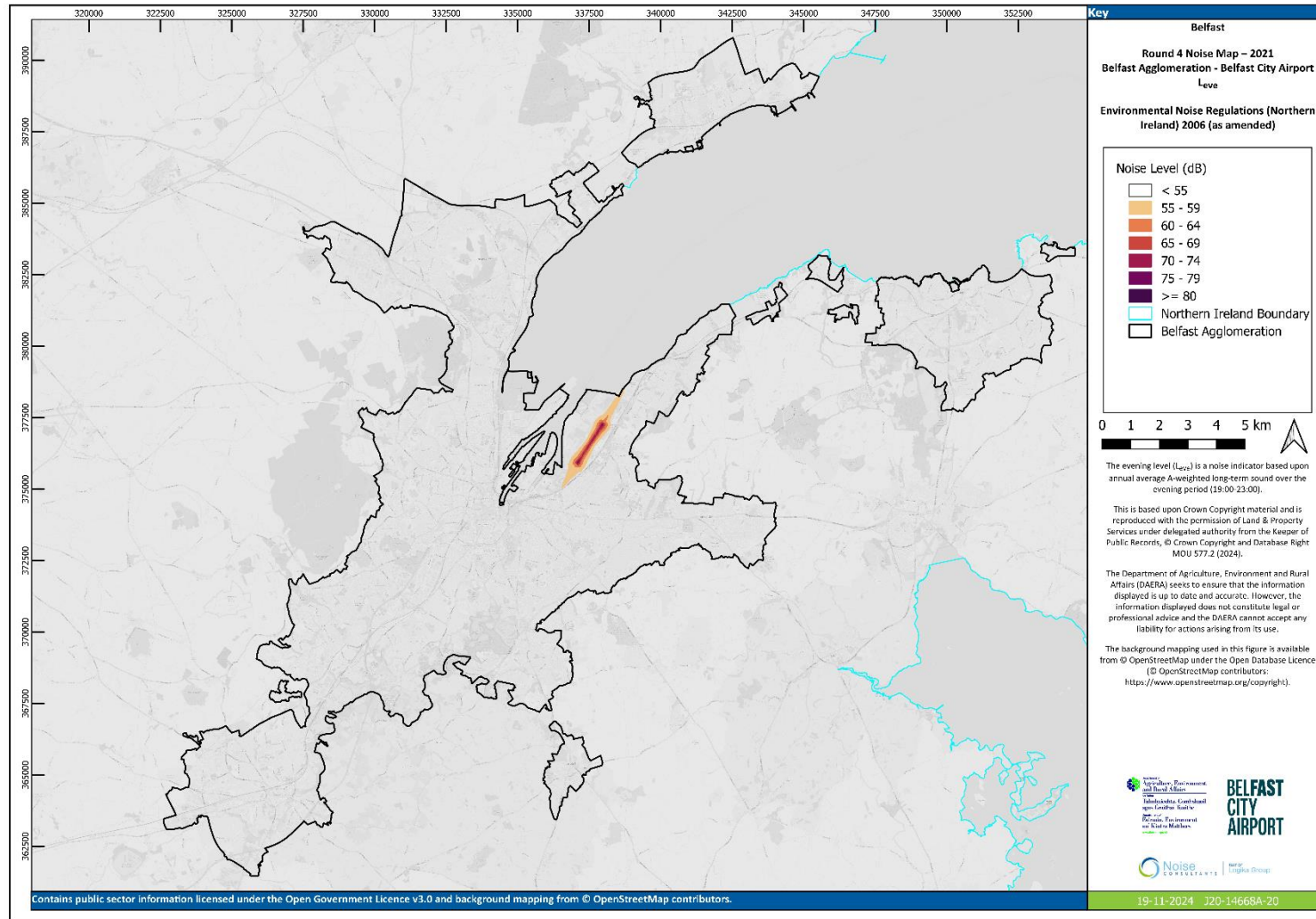


Figure A3.4: Belfast Agglomeration – Belfast City Airport – L_{night}

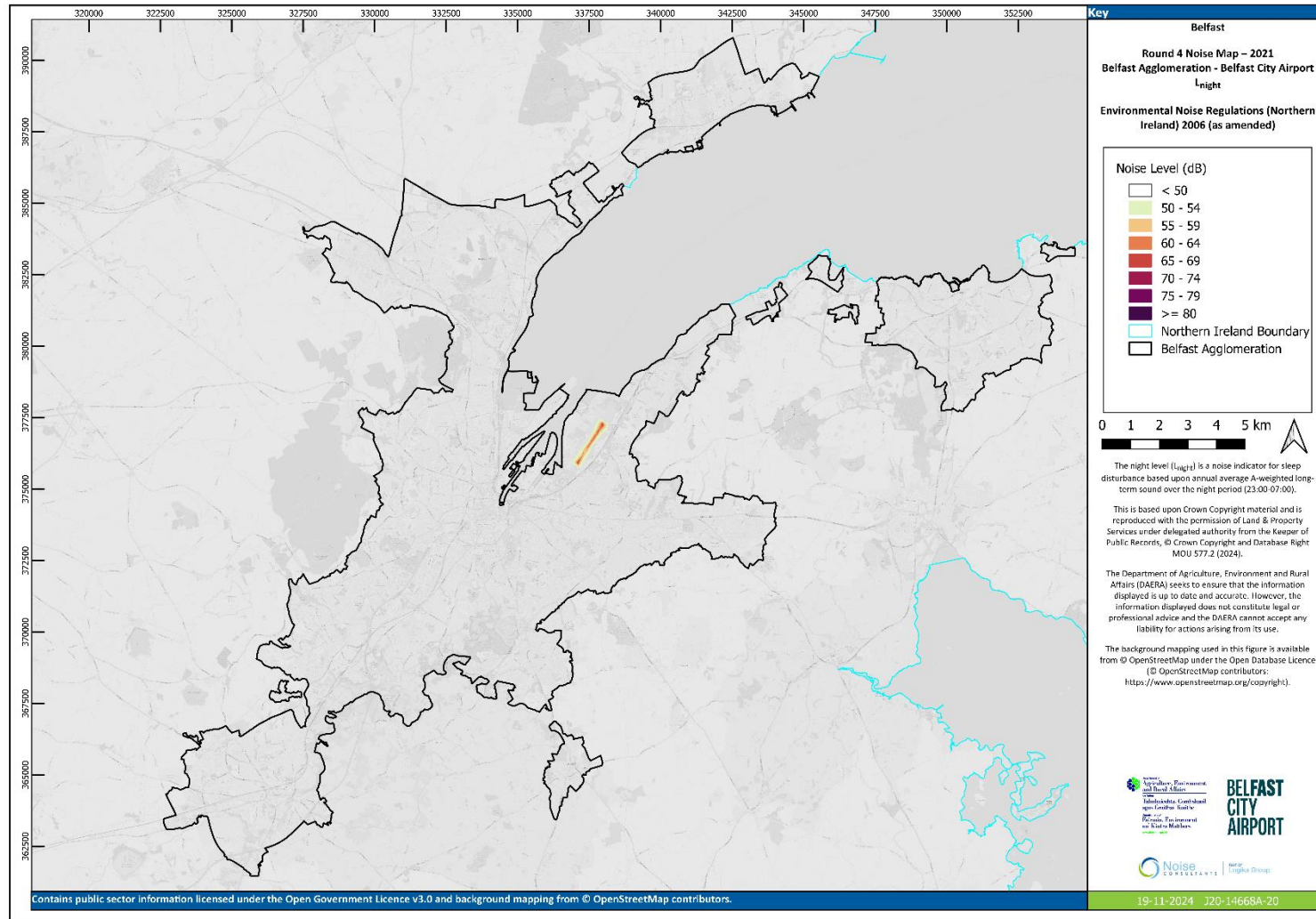


Figure A3.5: Belfast Agglomeration – Belfast City Airport – LAeq,16h

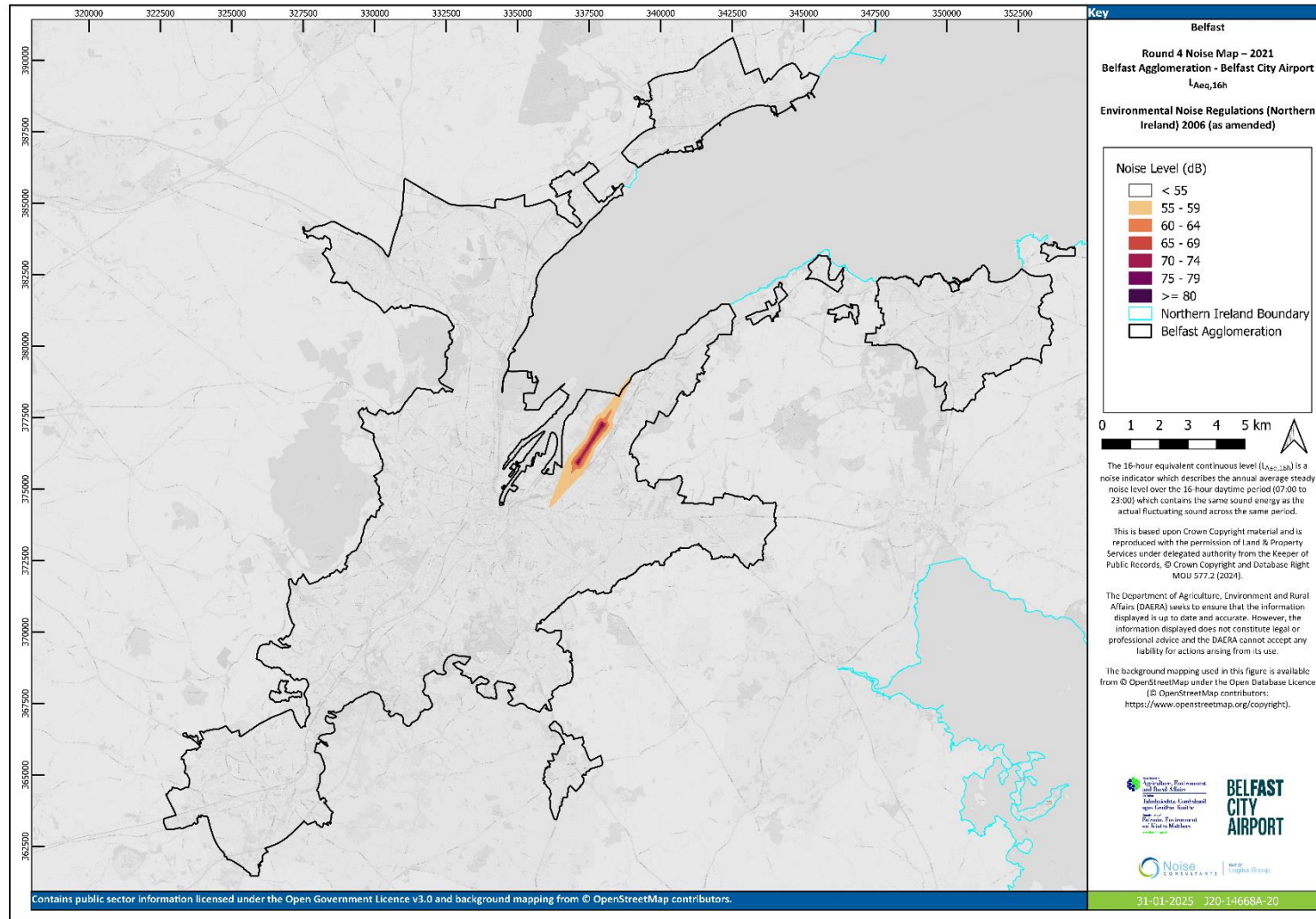


Figure A3.6: Belfast Agglomeration – Industry – L_{den}

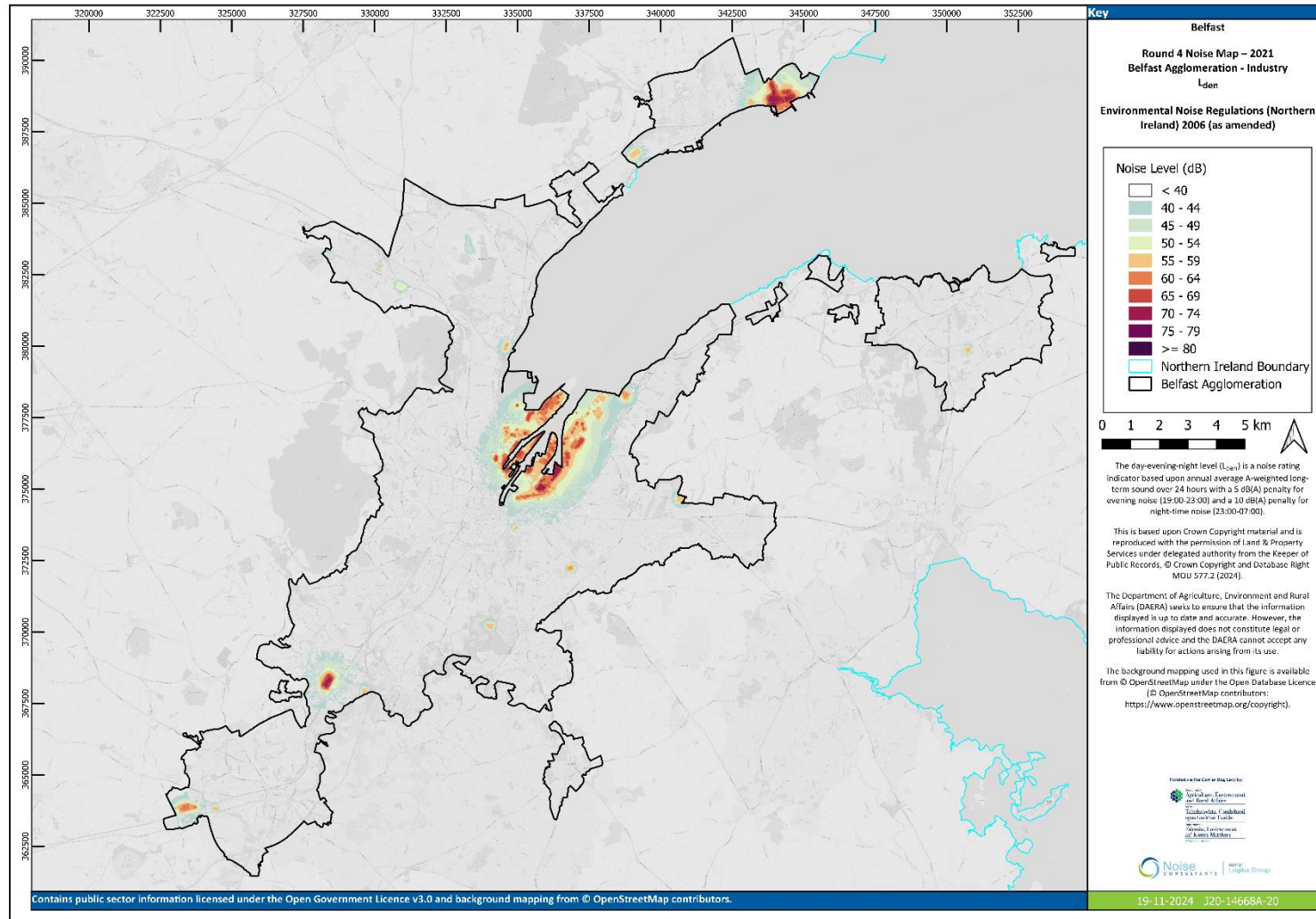


Figure A3.7: Belfast Agglomeration – Industry – L_{day}

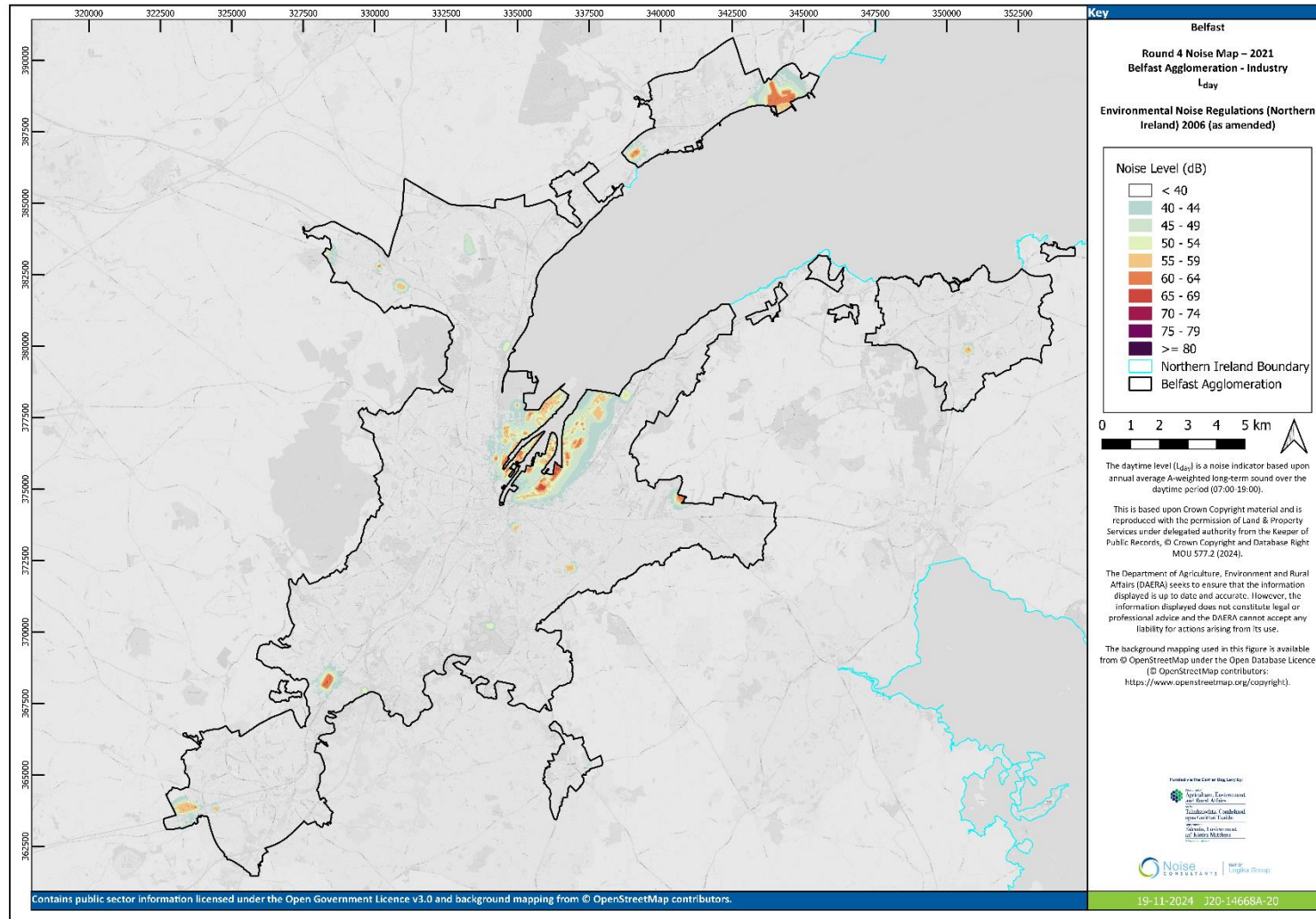


Figure A3.8: Belfast Agglomeration – Industry – Leve

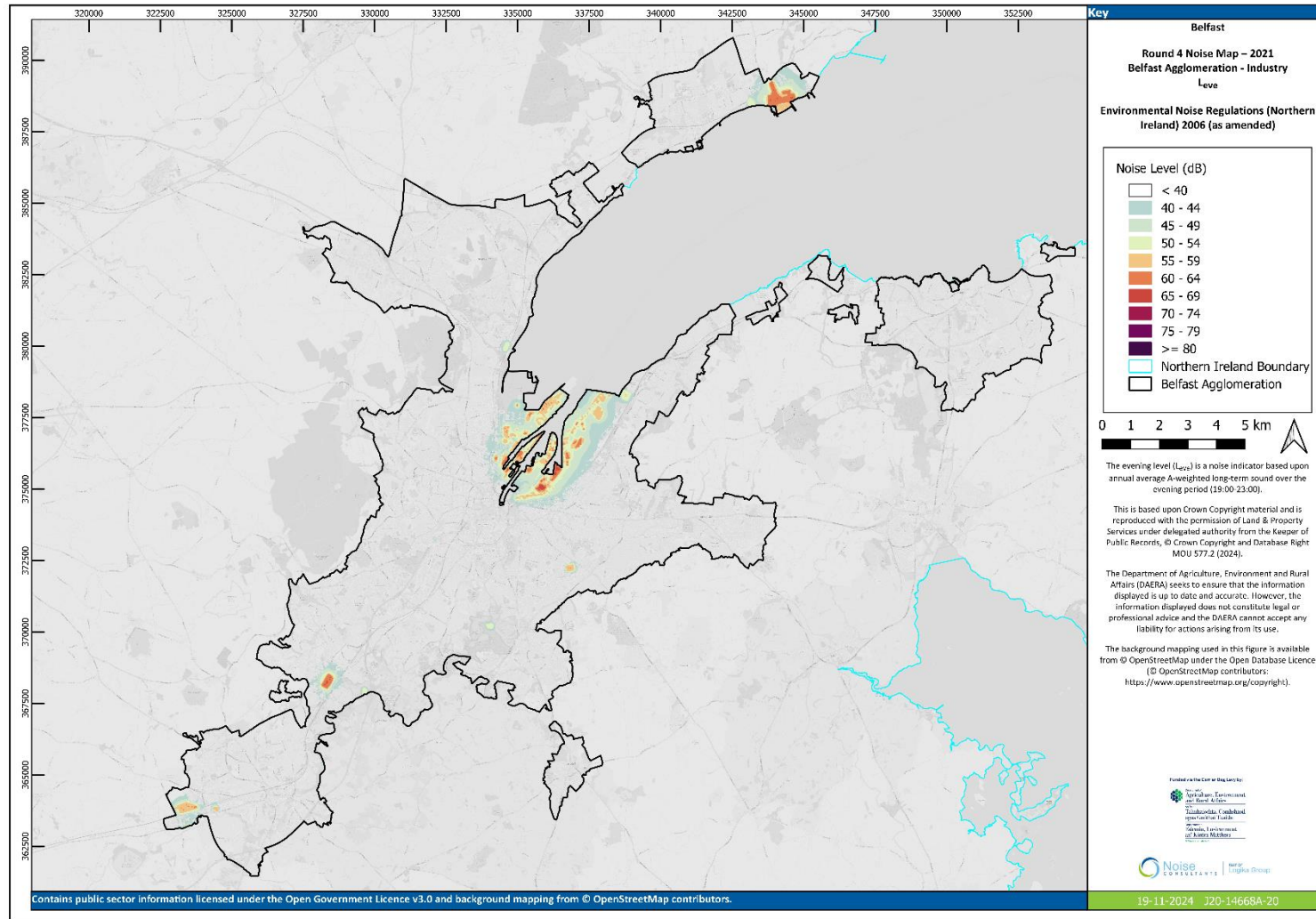


Figure A3.9: Belfast Agglomeration – Industry – L_{night}

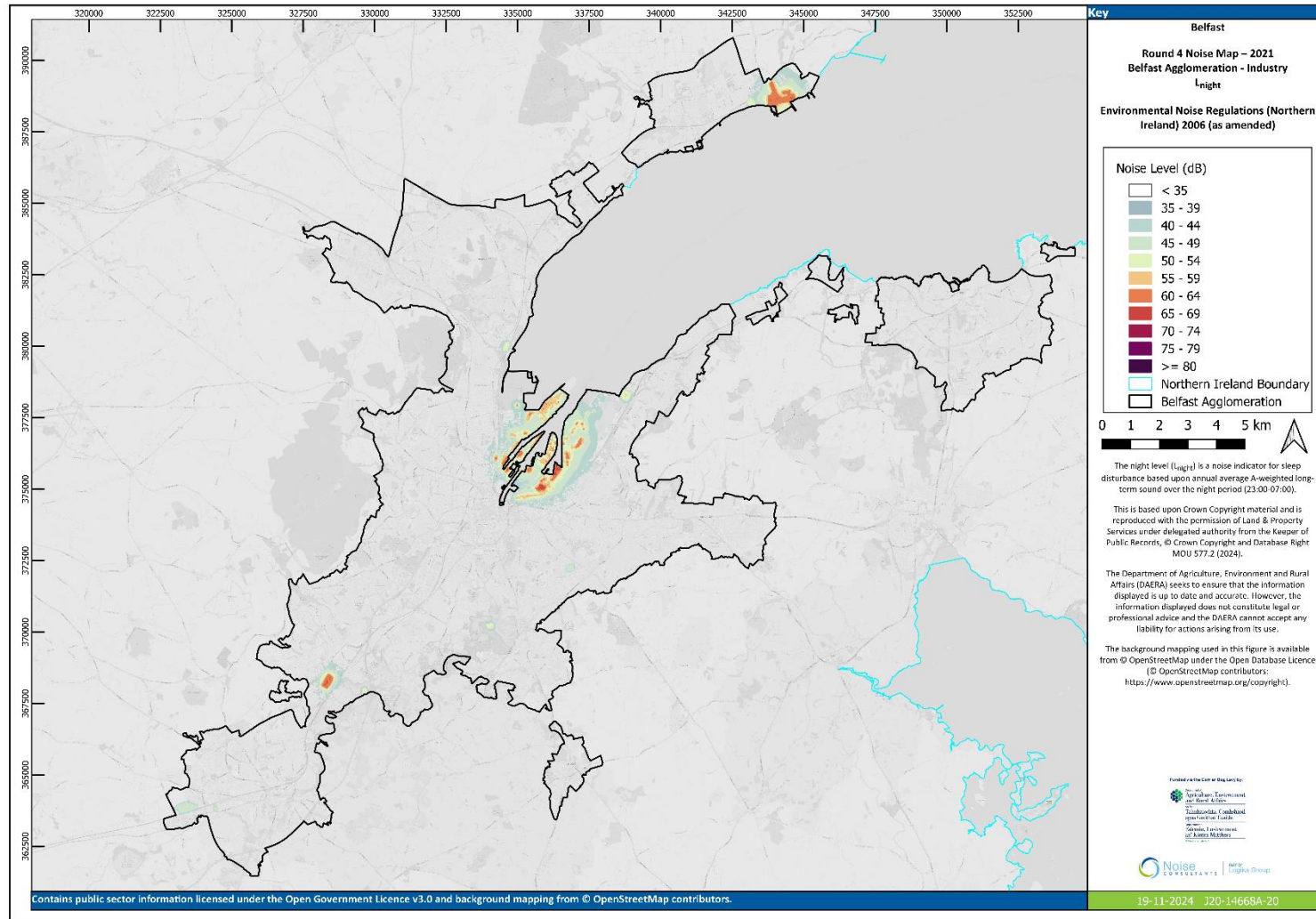


Figure A3.10: Belfast Agglomeration – Industry – LAeq,16h

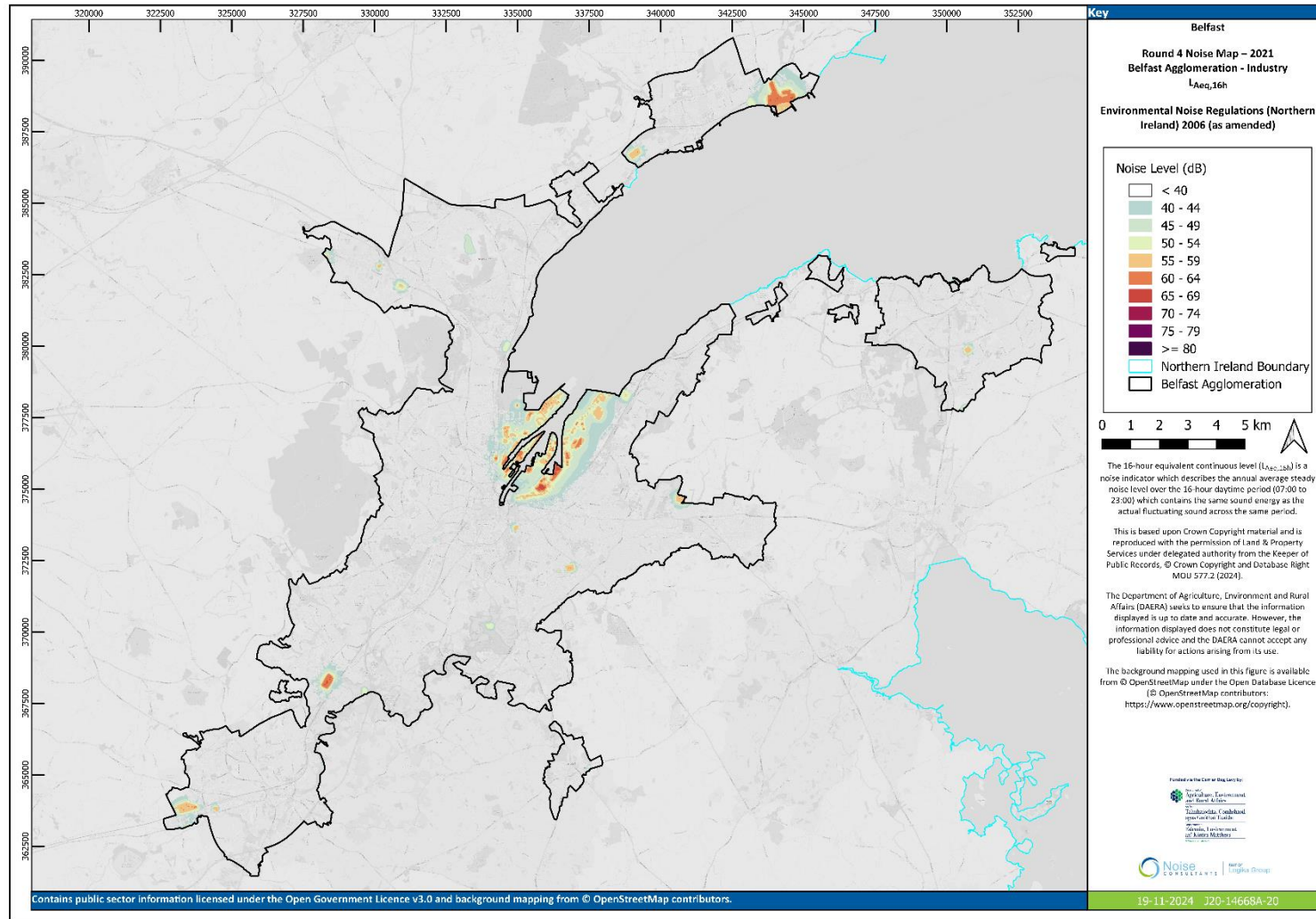


Figure A3.11: Belfast Agglomeration – Railway – L_{den}

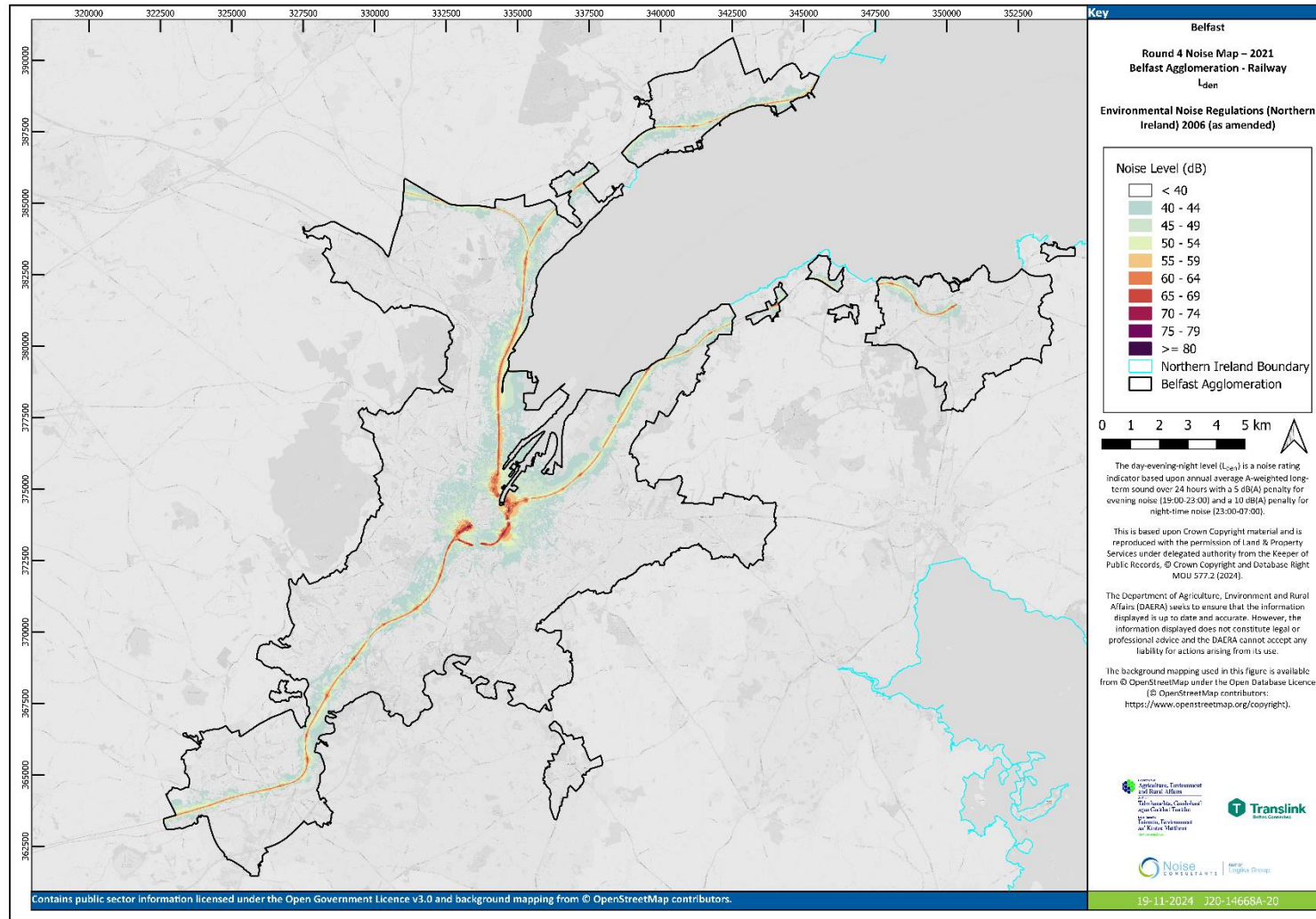


Figure A3.12: Belfast Agglomeration – Railway – L_{day}

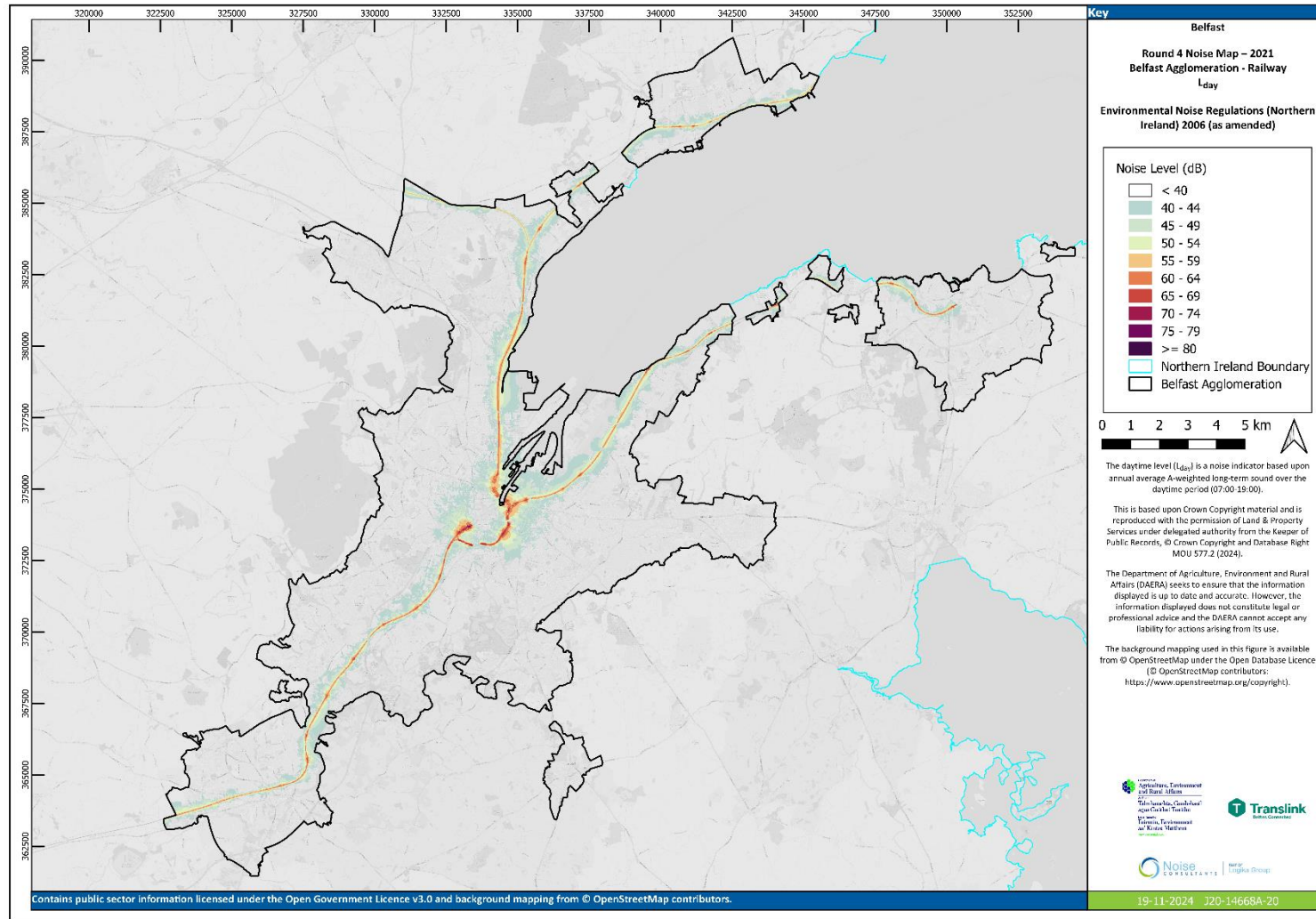


Figure A3.13: Belfast Agglomeration – Railway – Leve

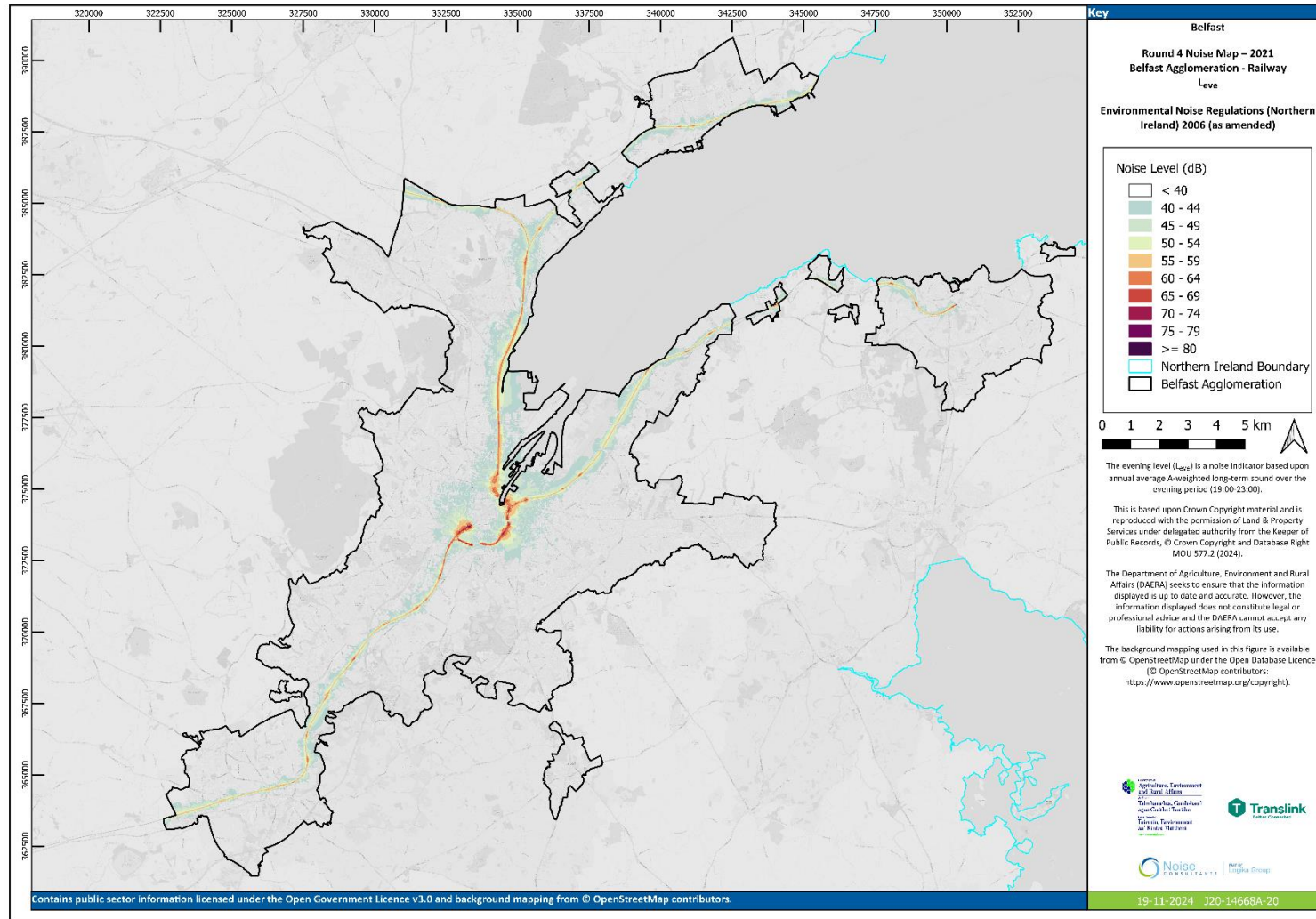


Figure A3.15: Belfast Agglomeration – Railway – $L_{Aeq,16h}$

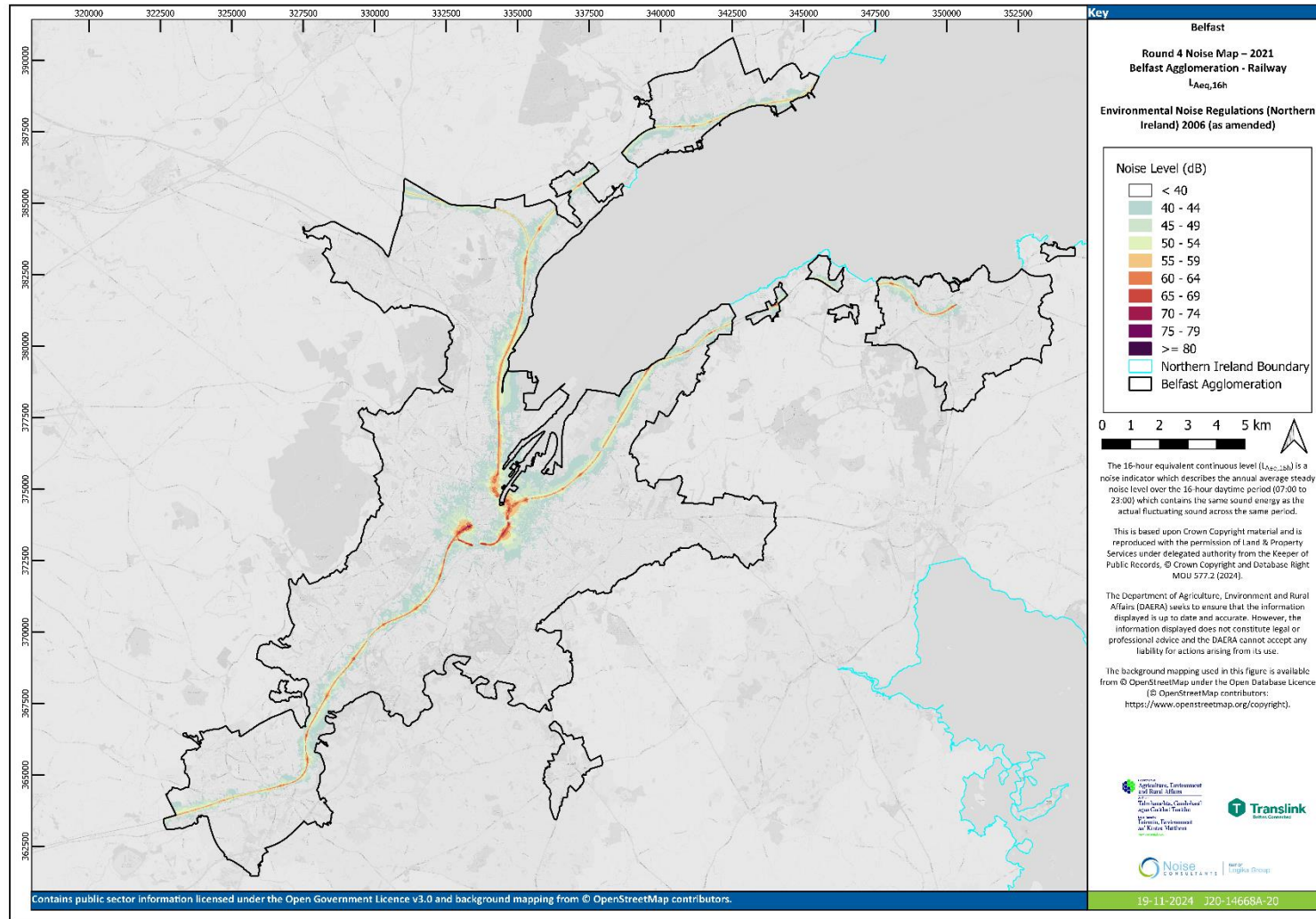


Figure A3.16: Belfast Agglomeration – Railway – $L_{Aeq,18h}$

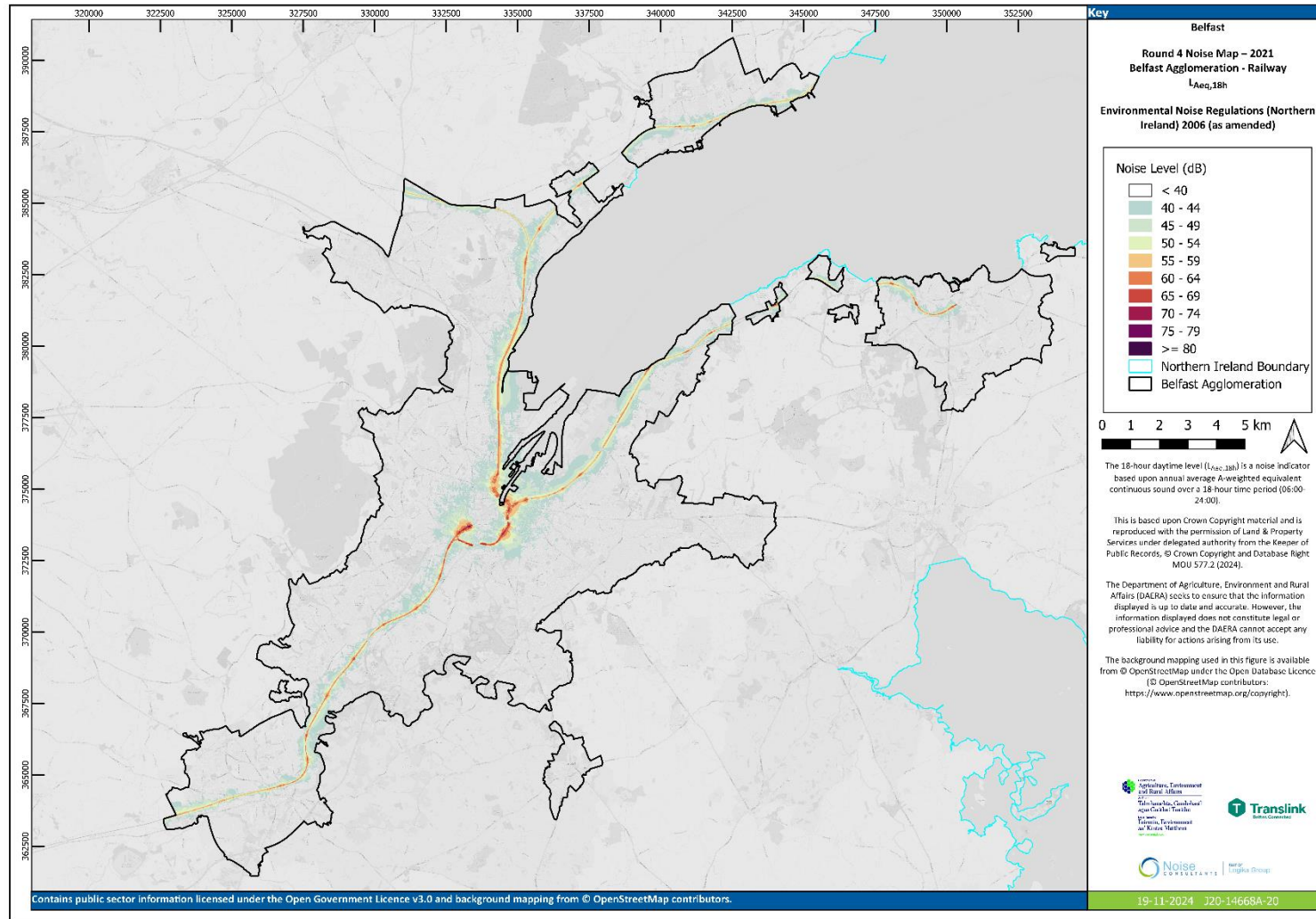


Figure A3.17: Belfast Agglomeration – Railway – LAeq,6h

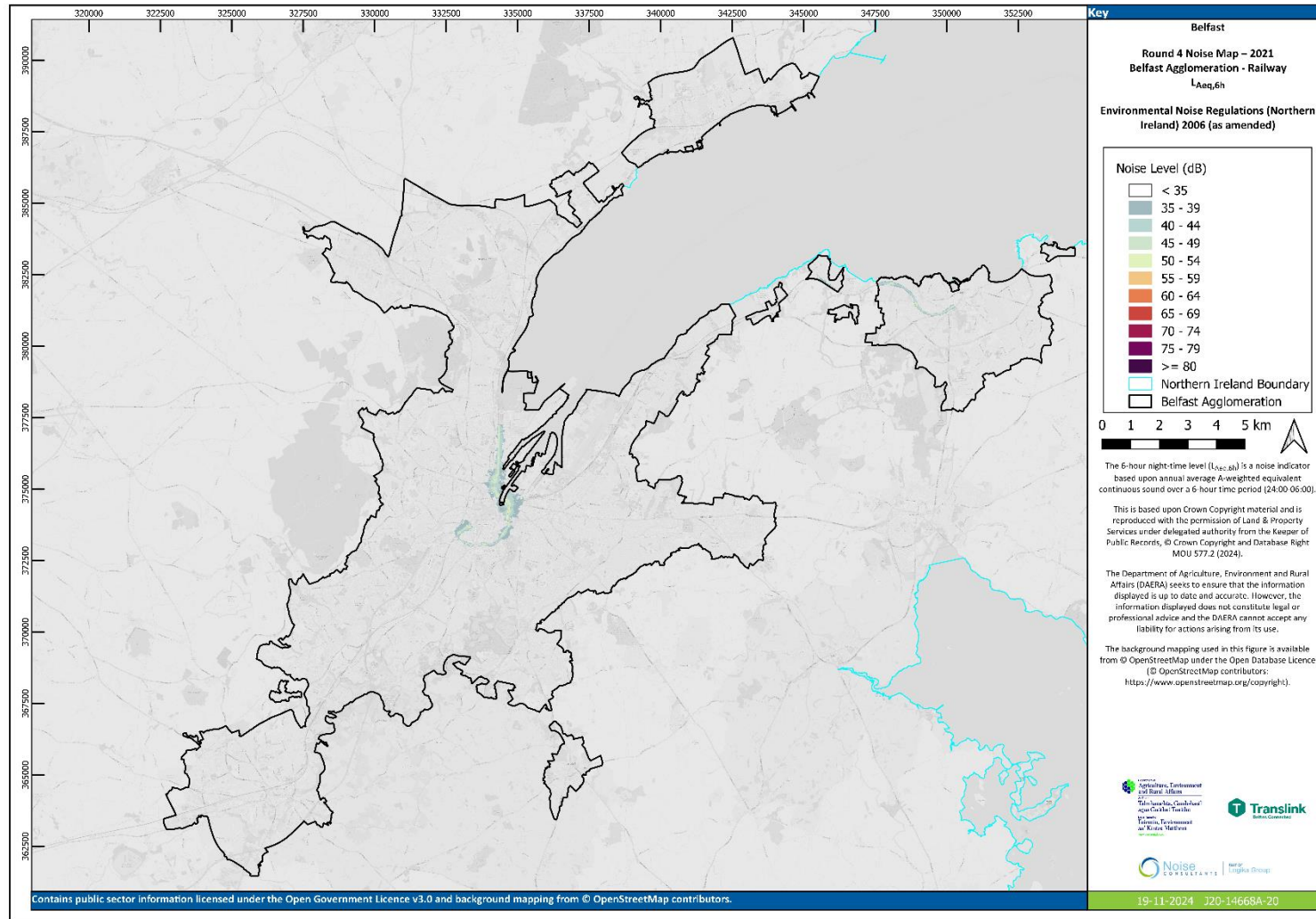


Figure A3.18: Belfast Agglomeration – Roads – L_{den}

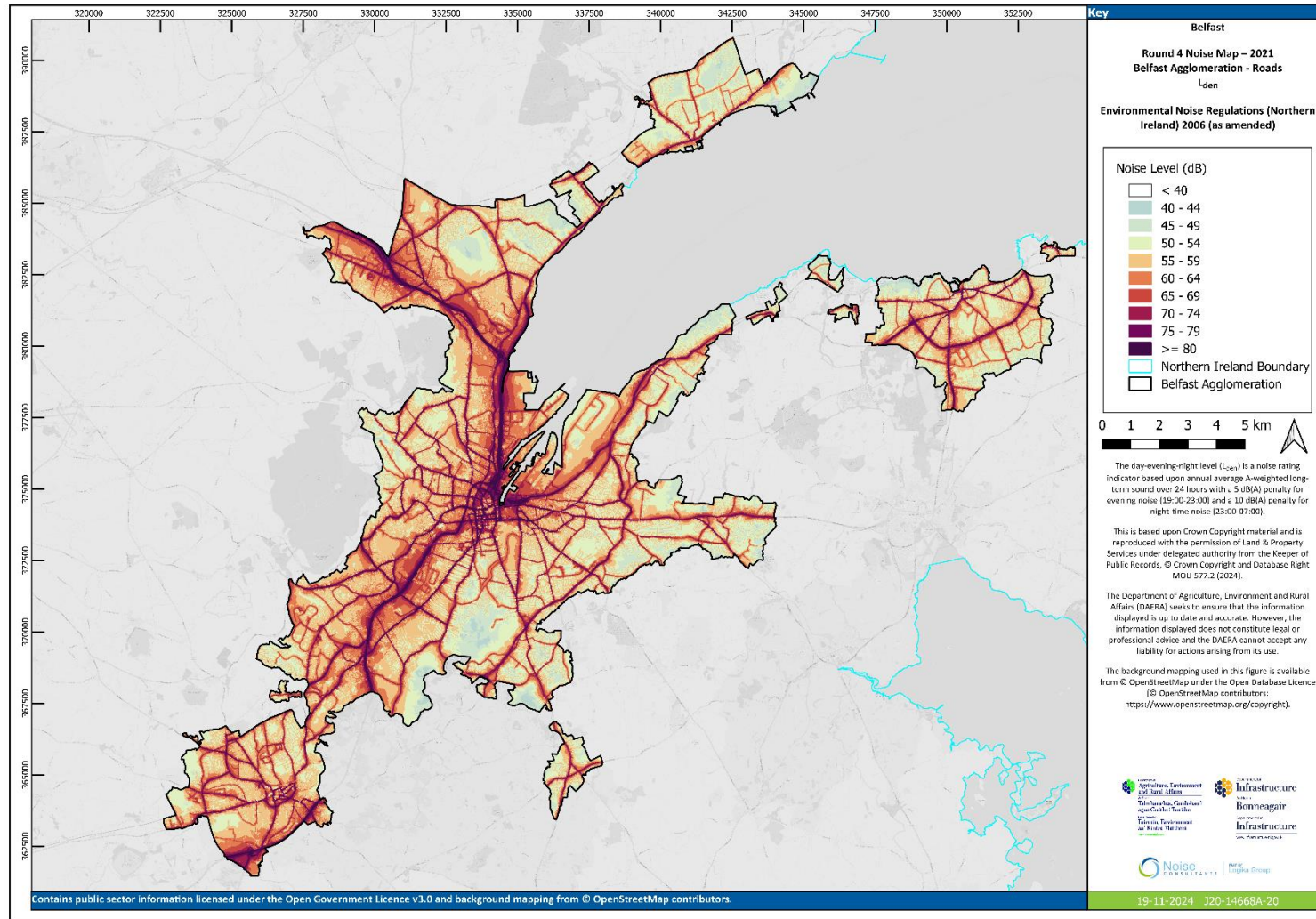


Figure A3.19: Belfast Agglomeration – Roads – L_{day}

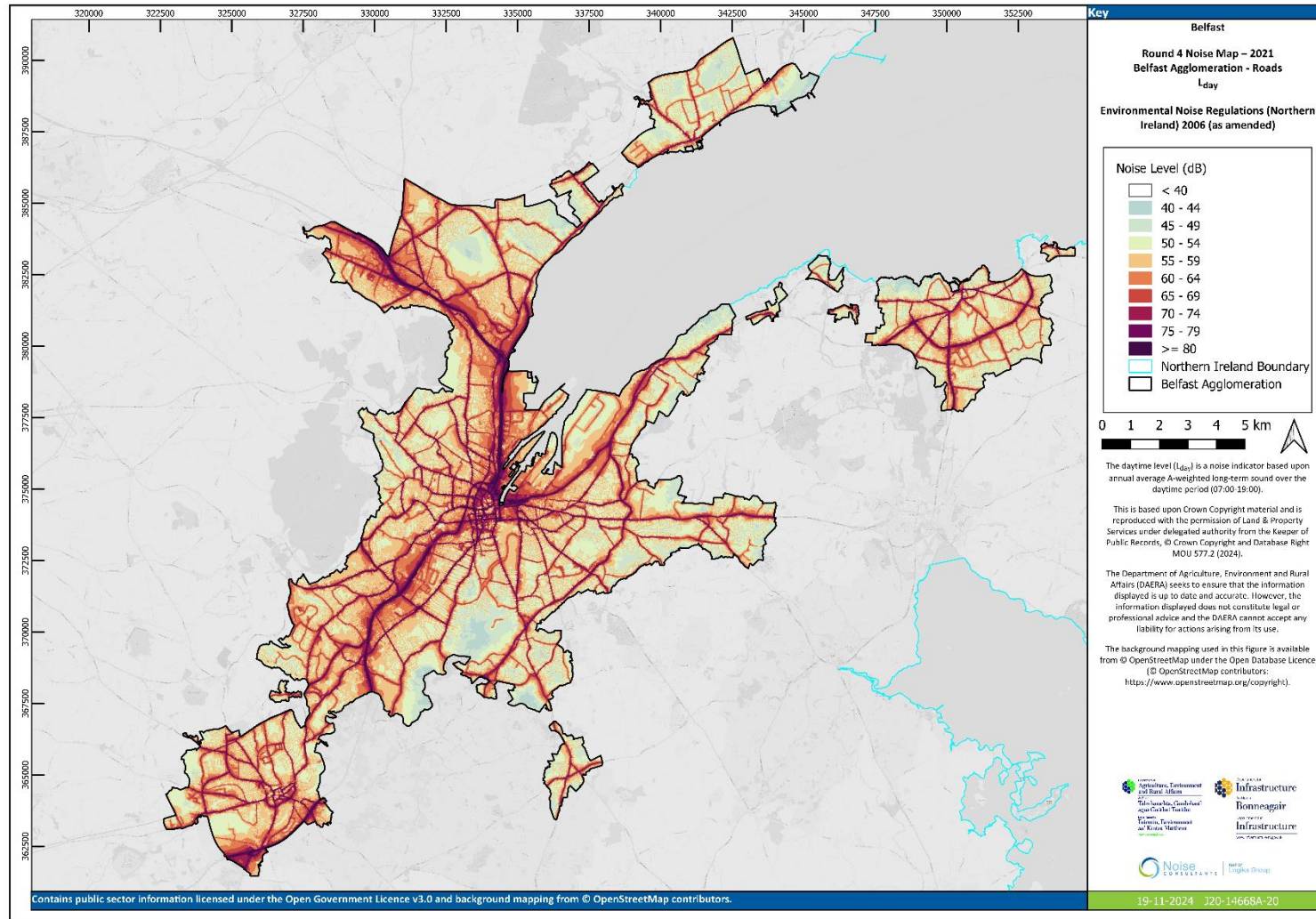


Figure A3.20: Belfast Agglomeration – Roads – Leve

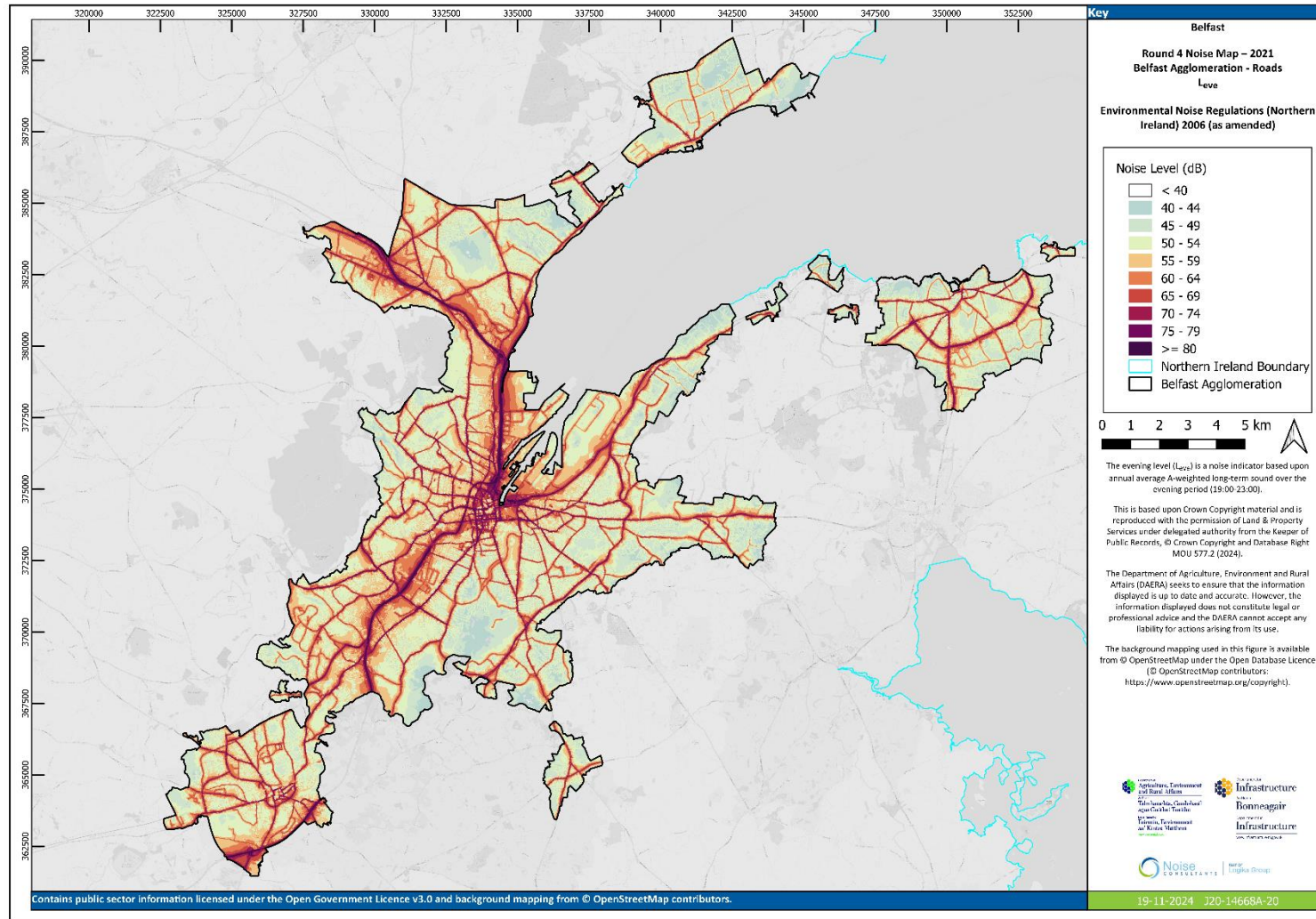


Figure A3.21: Belfast Agglomeration – Roads – L_{night}

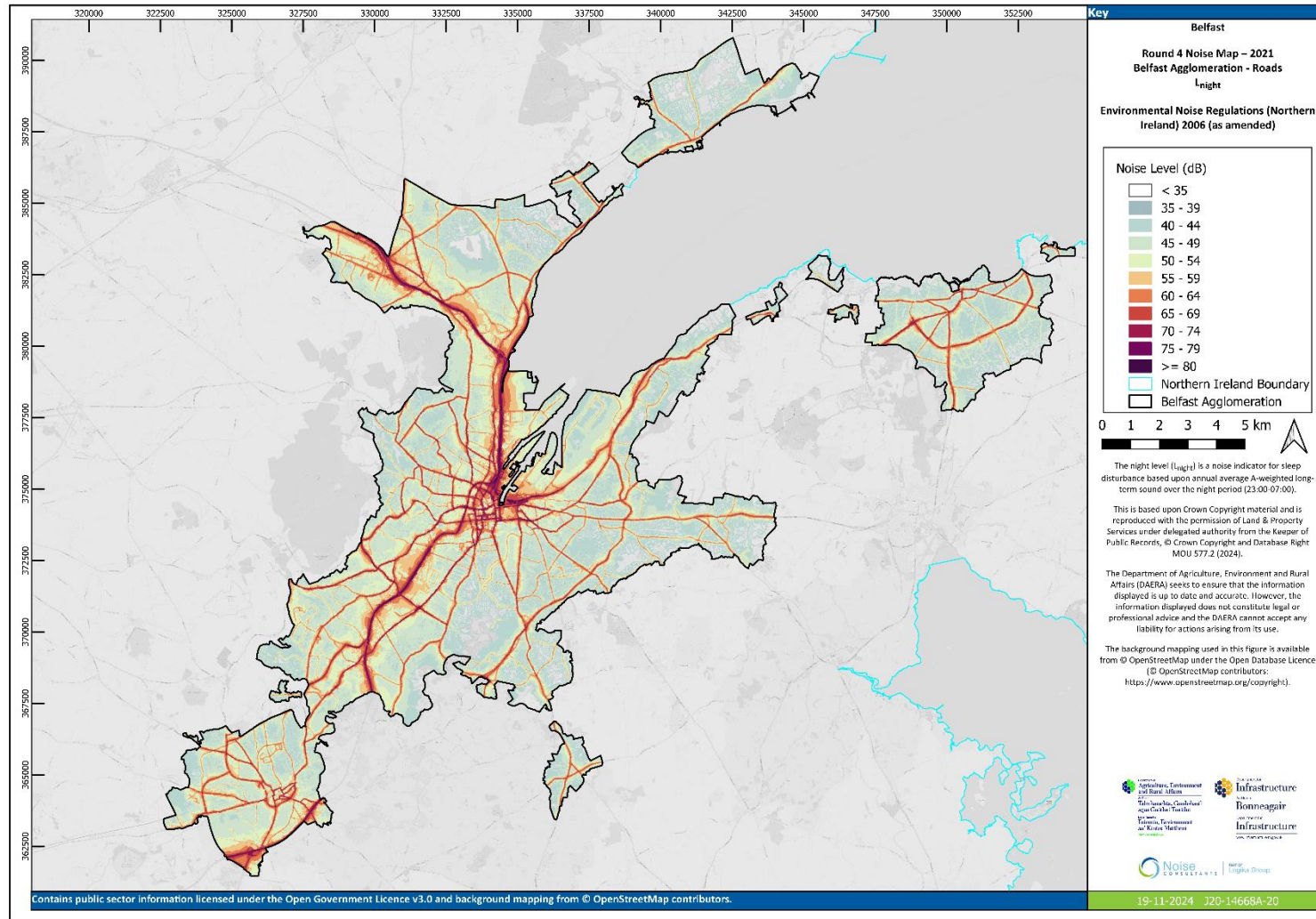


Figure A3.22: Belfast Agglomeration – Roads – $L_{Aeq,16h}$

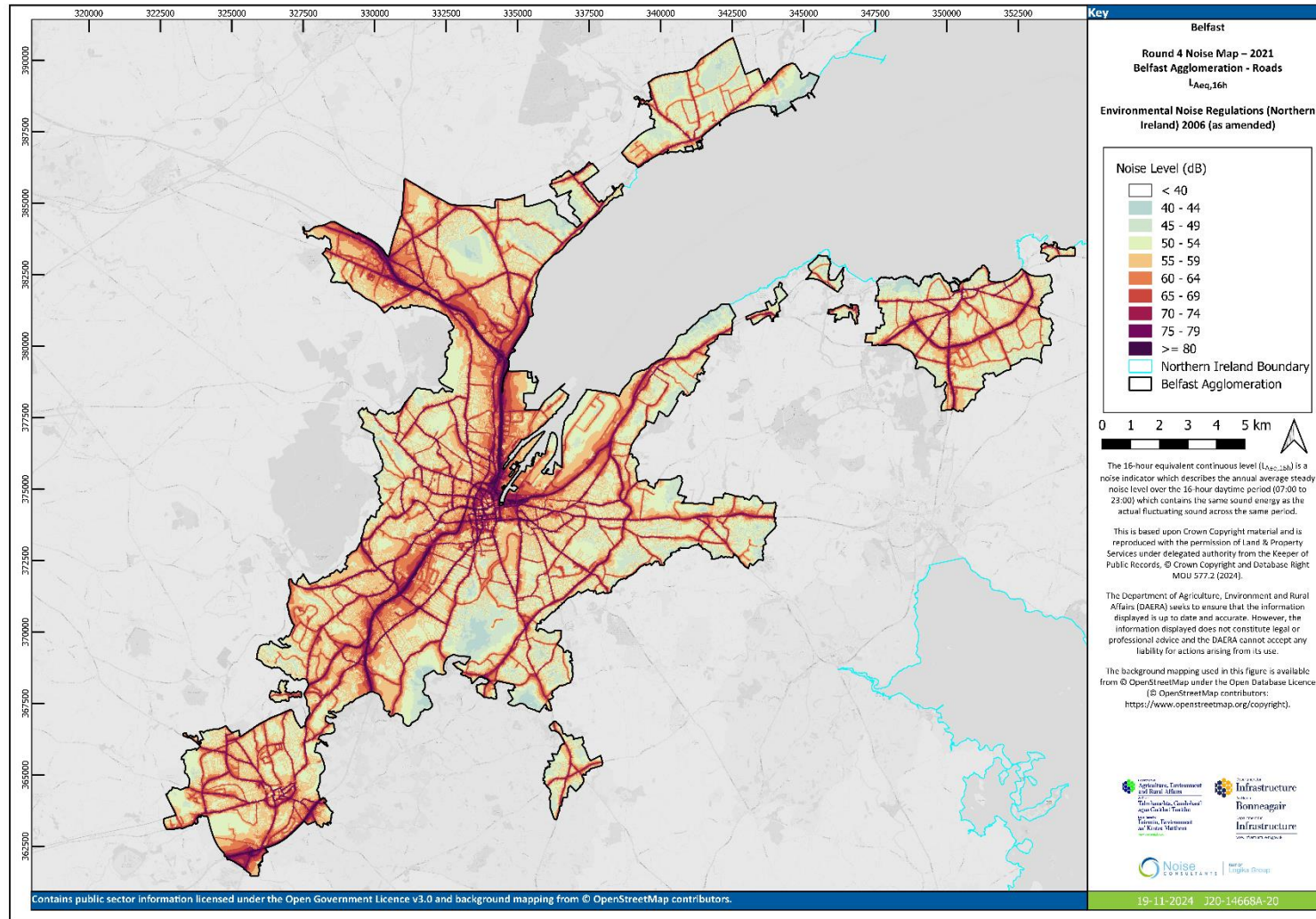


Figure A3.23: Belfast Agglomeration – Consolidated – L_{den}

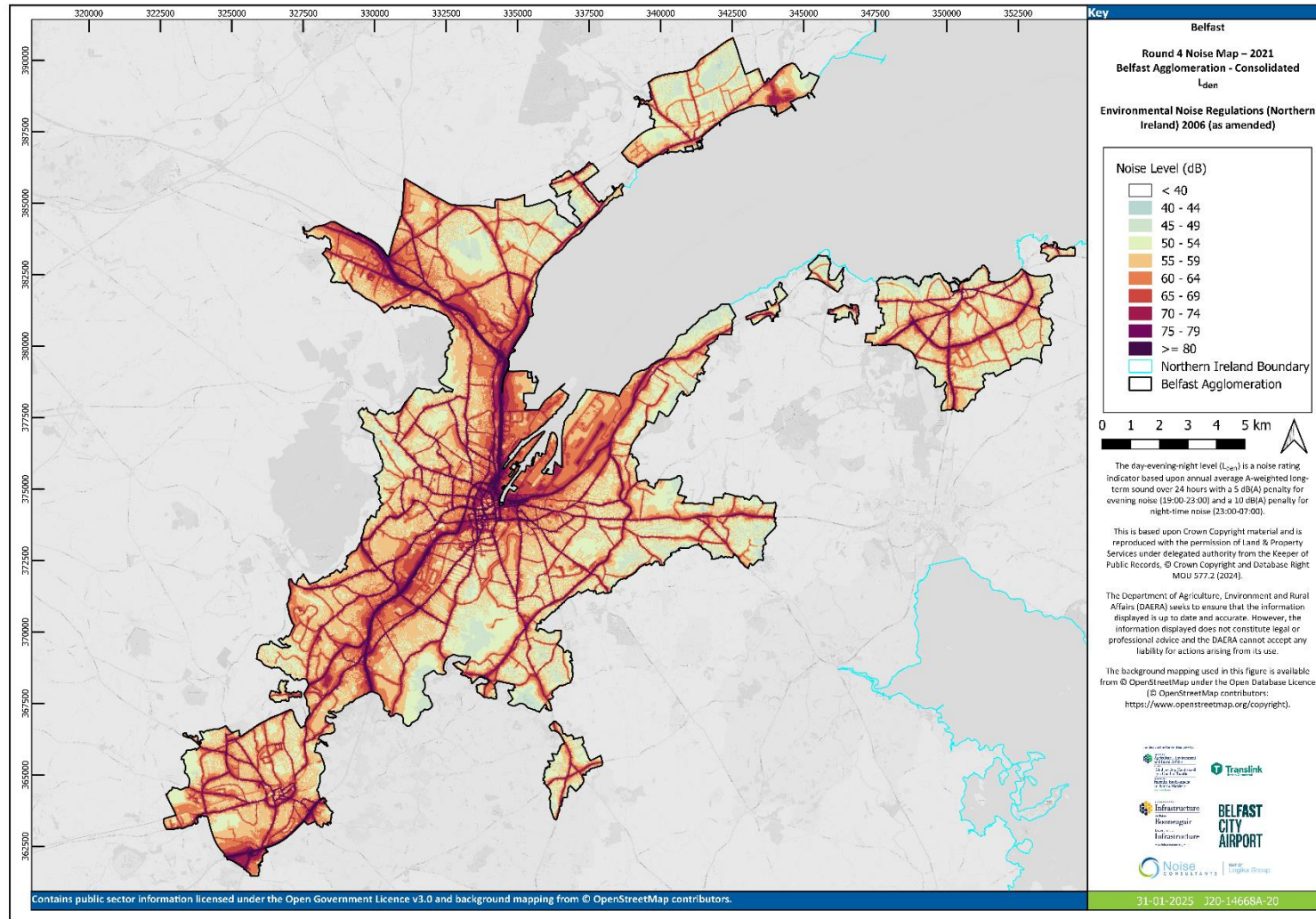


Figure A3.24: Belfast Agglomeration – Consolidated – L_{day}

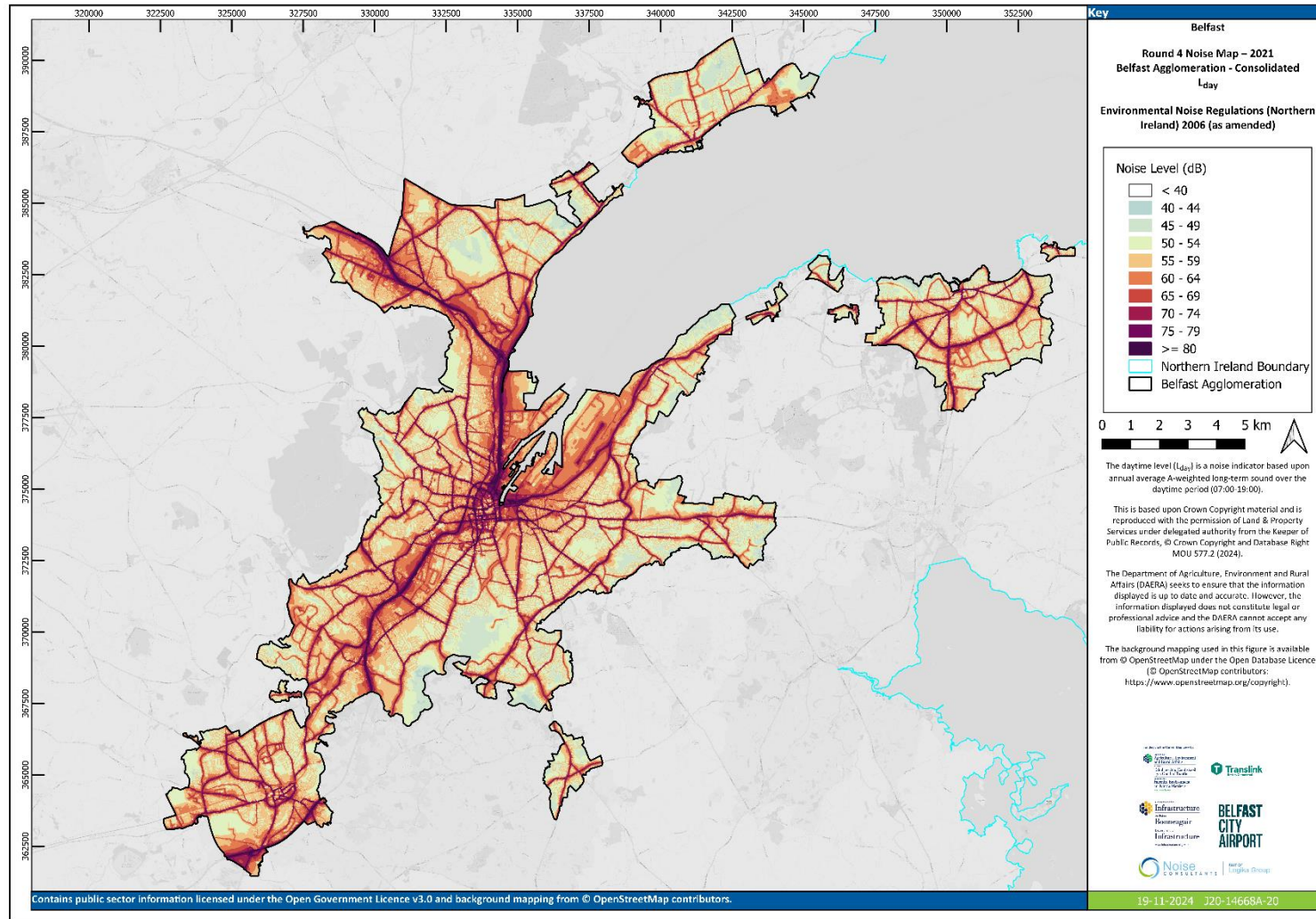


Figure A3.25: Belfast Agglomeration – Consolidated – Leve

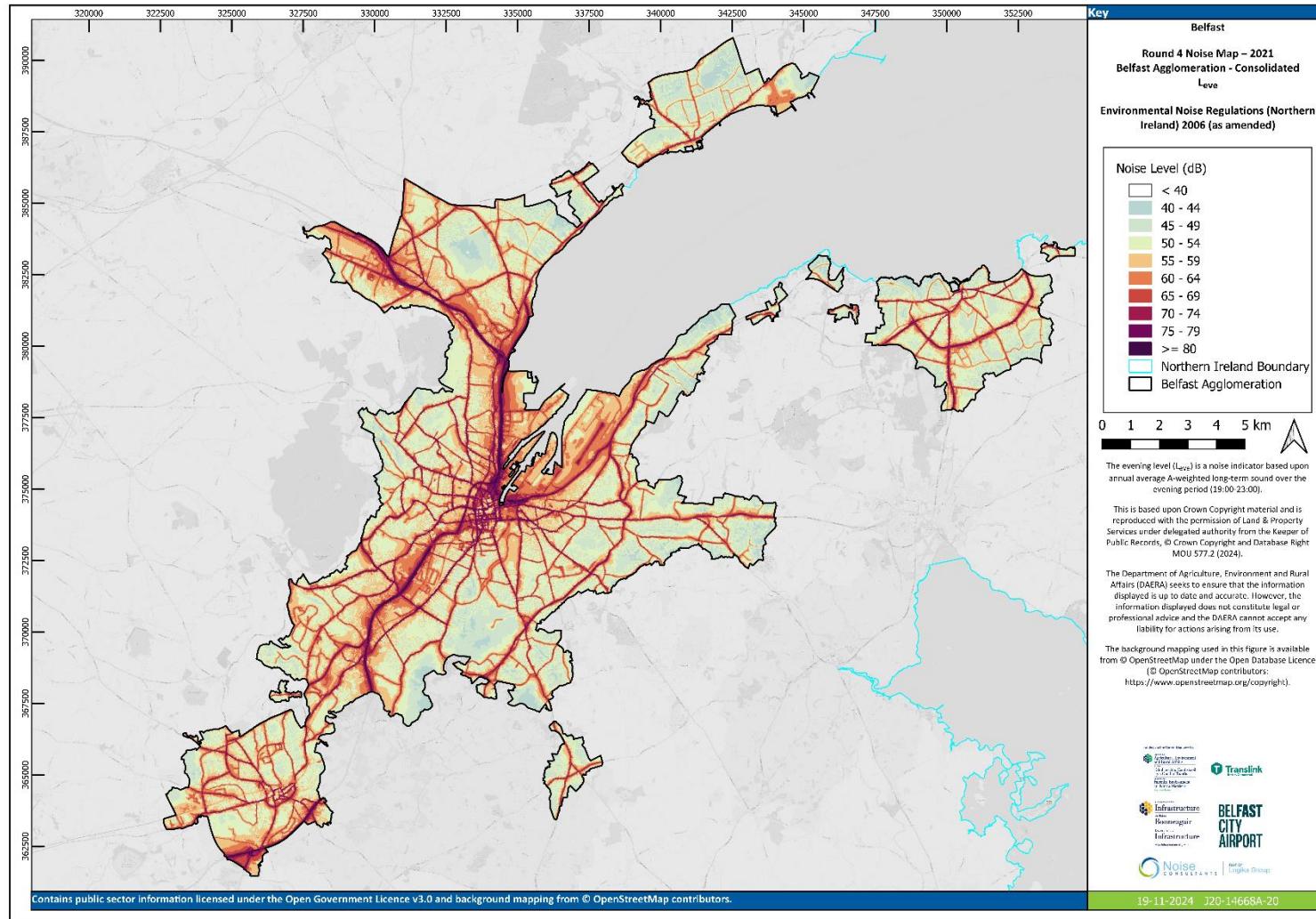


Figure A3.26: Belfast Agglomeration – Consolidated – L_{night}

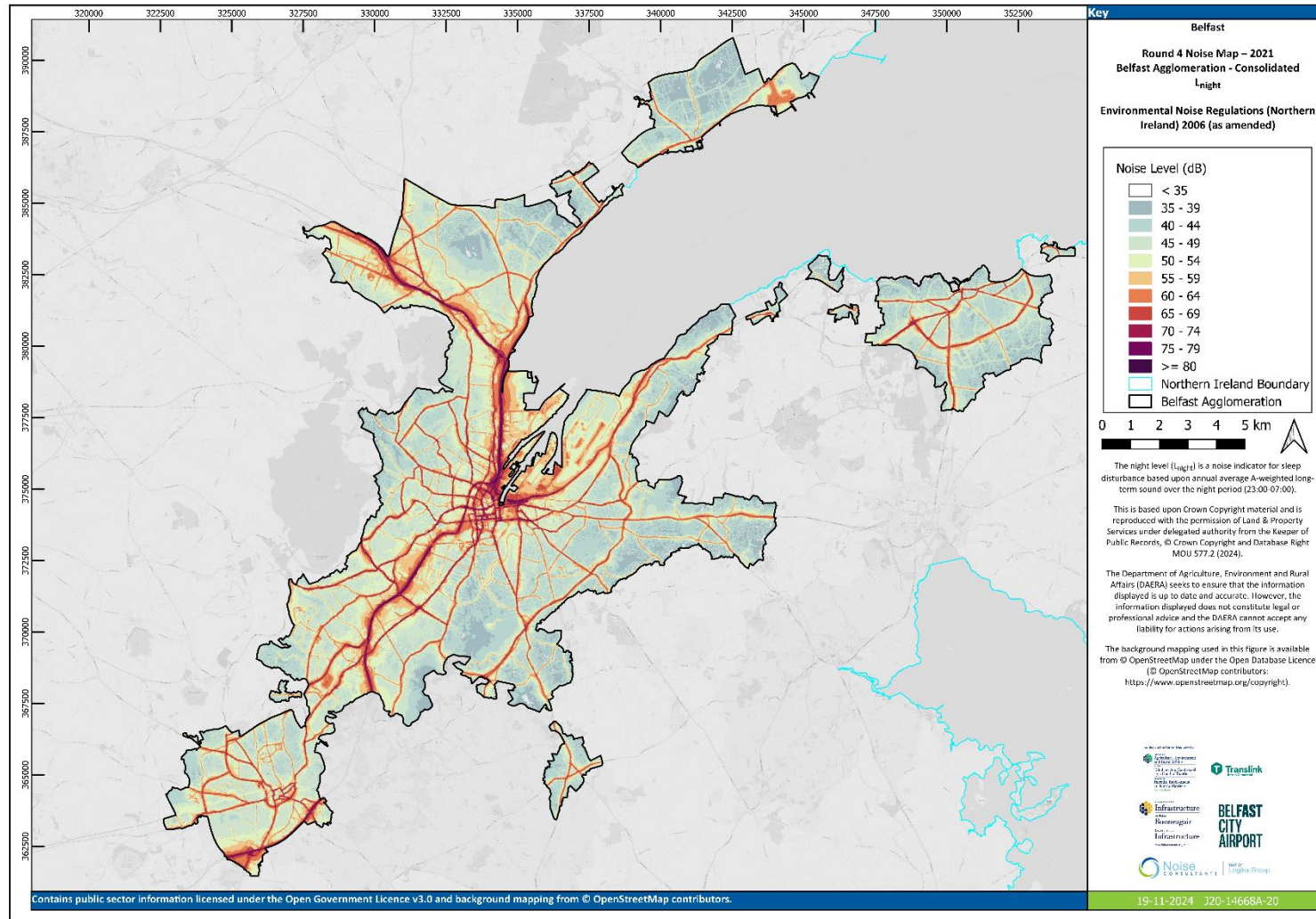
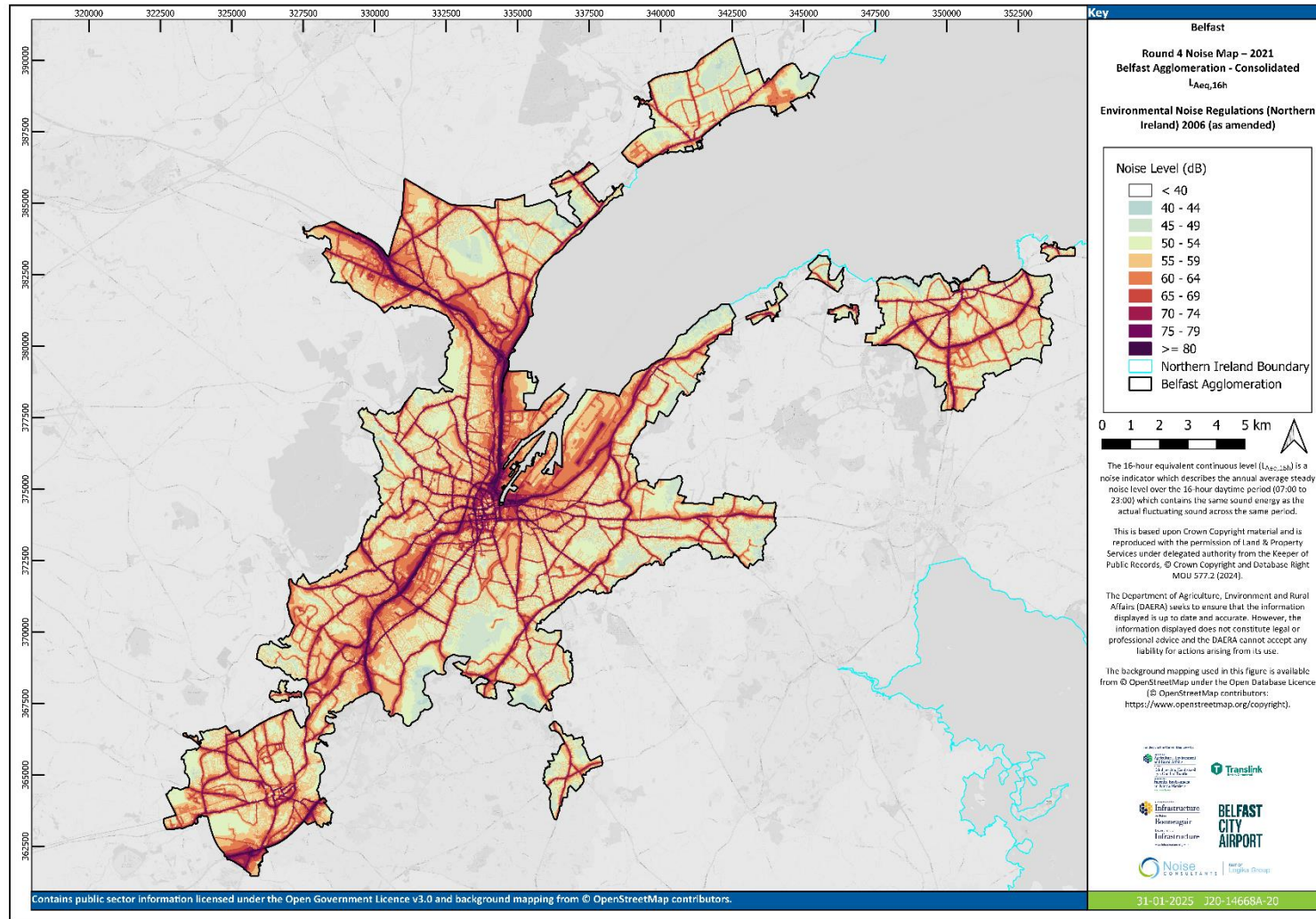


Figure A3.27: Belfast Agglomeration – Consolidated – $L_{Aeq,16h}$



A3.2 Northern Ireland National Figures – Major Sources

Figure A3.28: Northern Ireland – Belfast International Airport – L_{den}

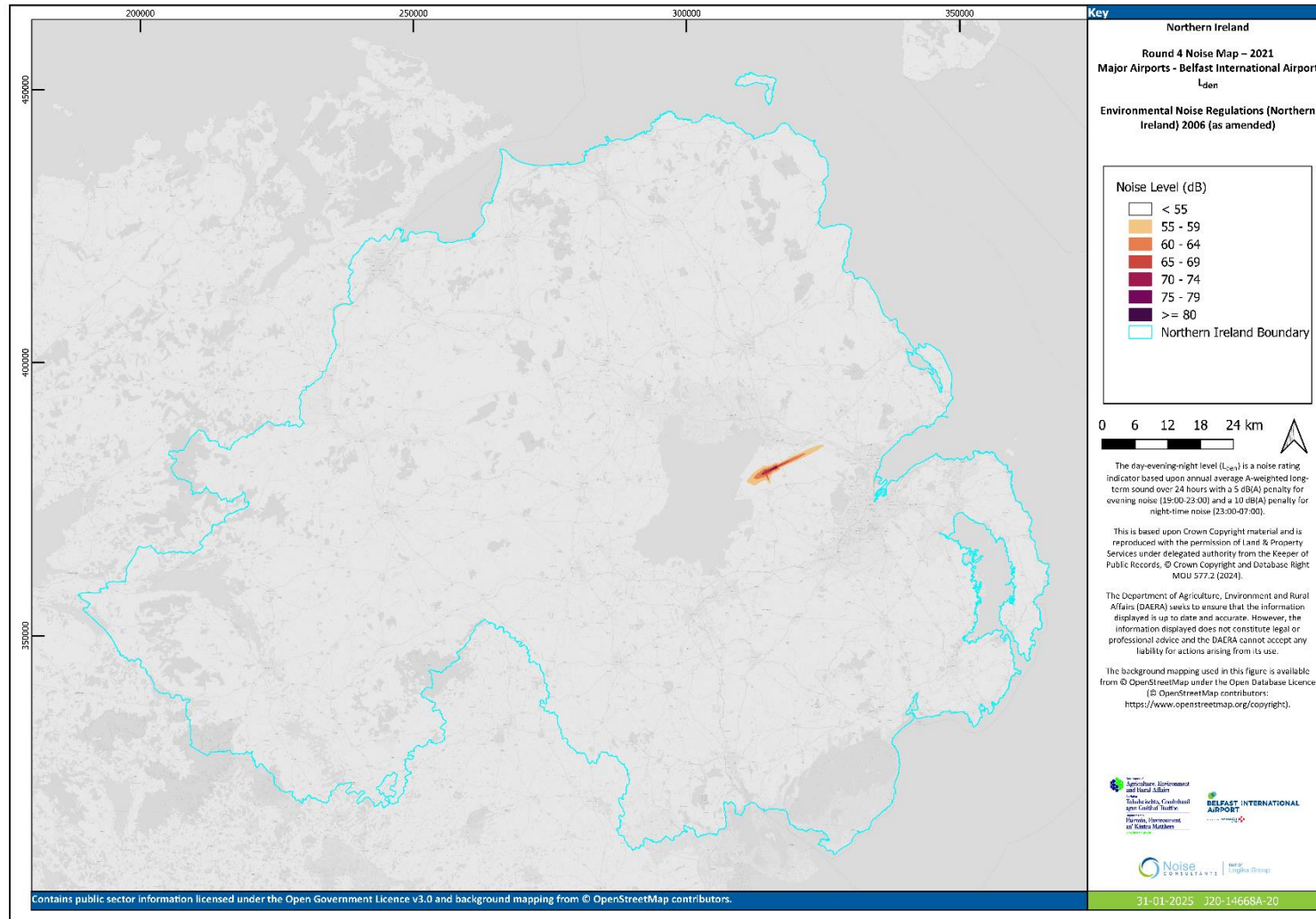


Figure A3.29: Northern Ireland – Belfast International Airport – L_{day}

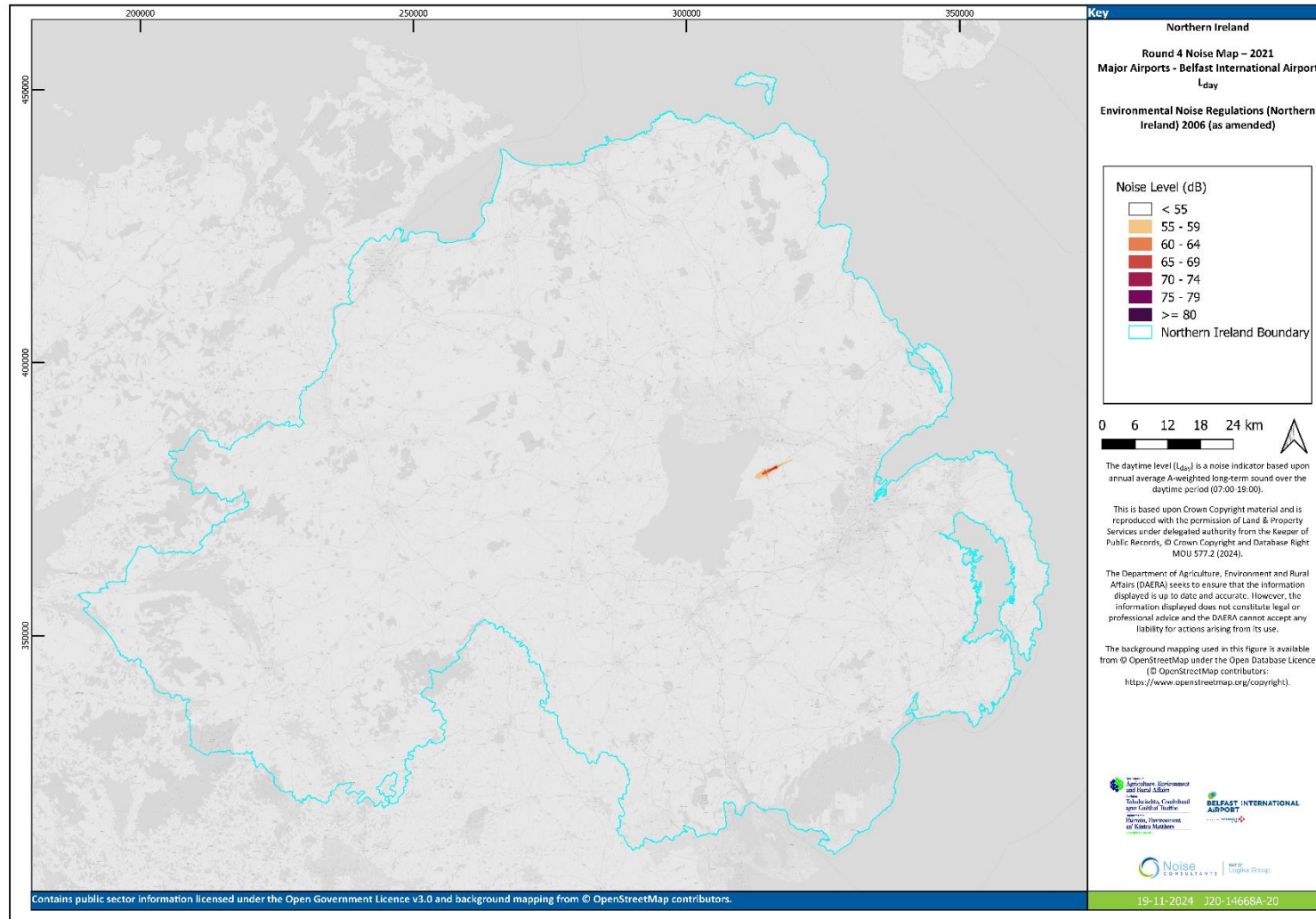


Figure A3.30: Northern Ireland – Belfast International Airport – Leve

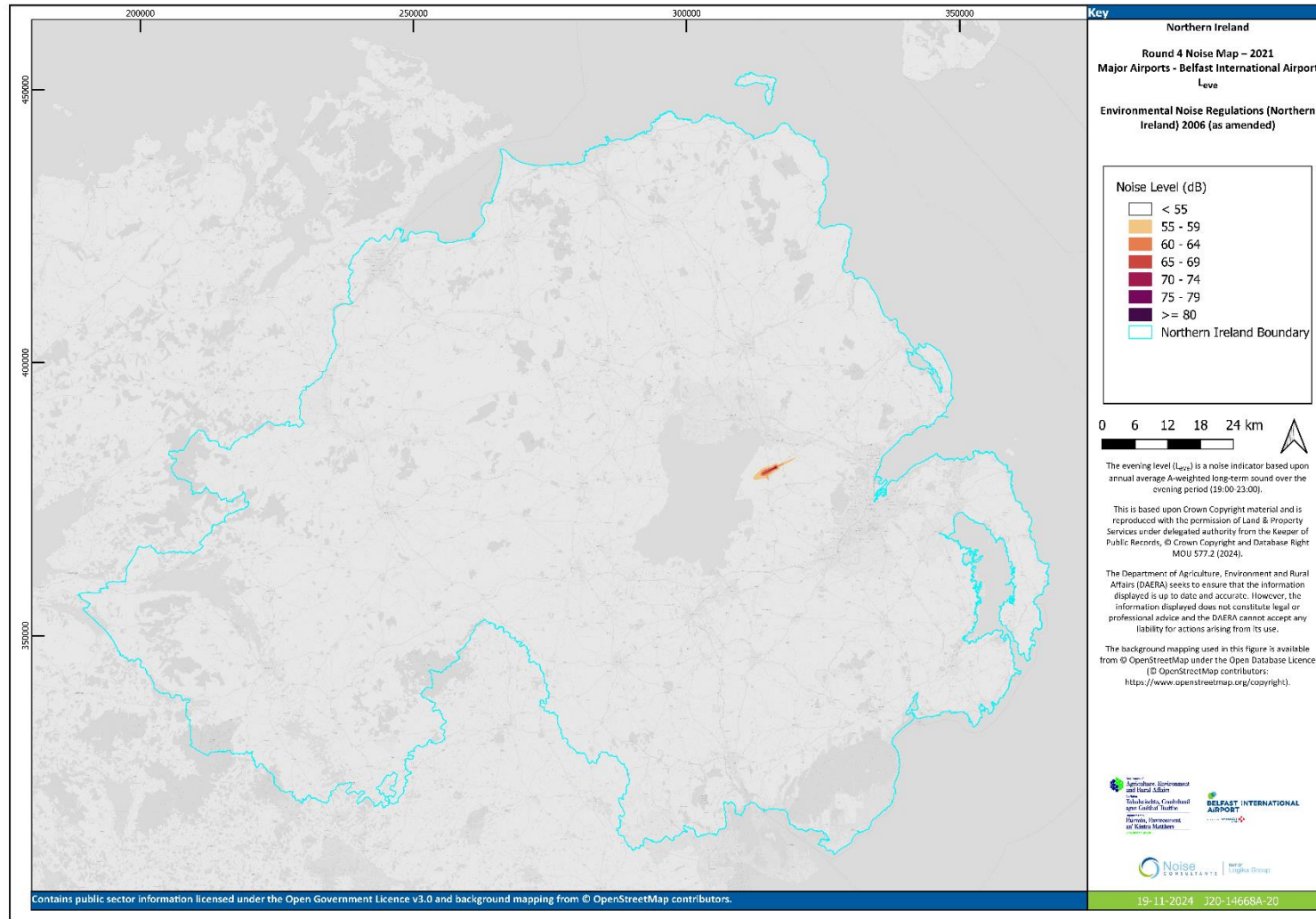


Figure A3.31: Northern Ireland – Belfast International Airport – L_{night}

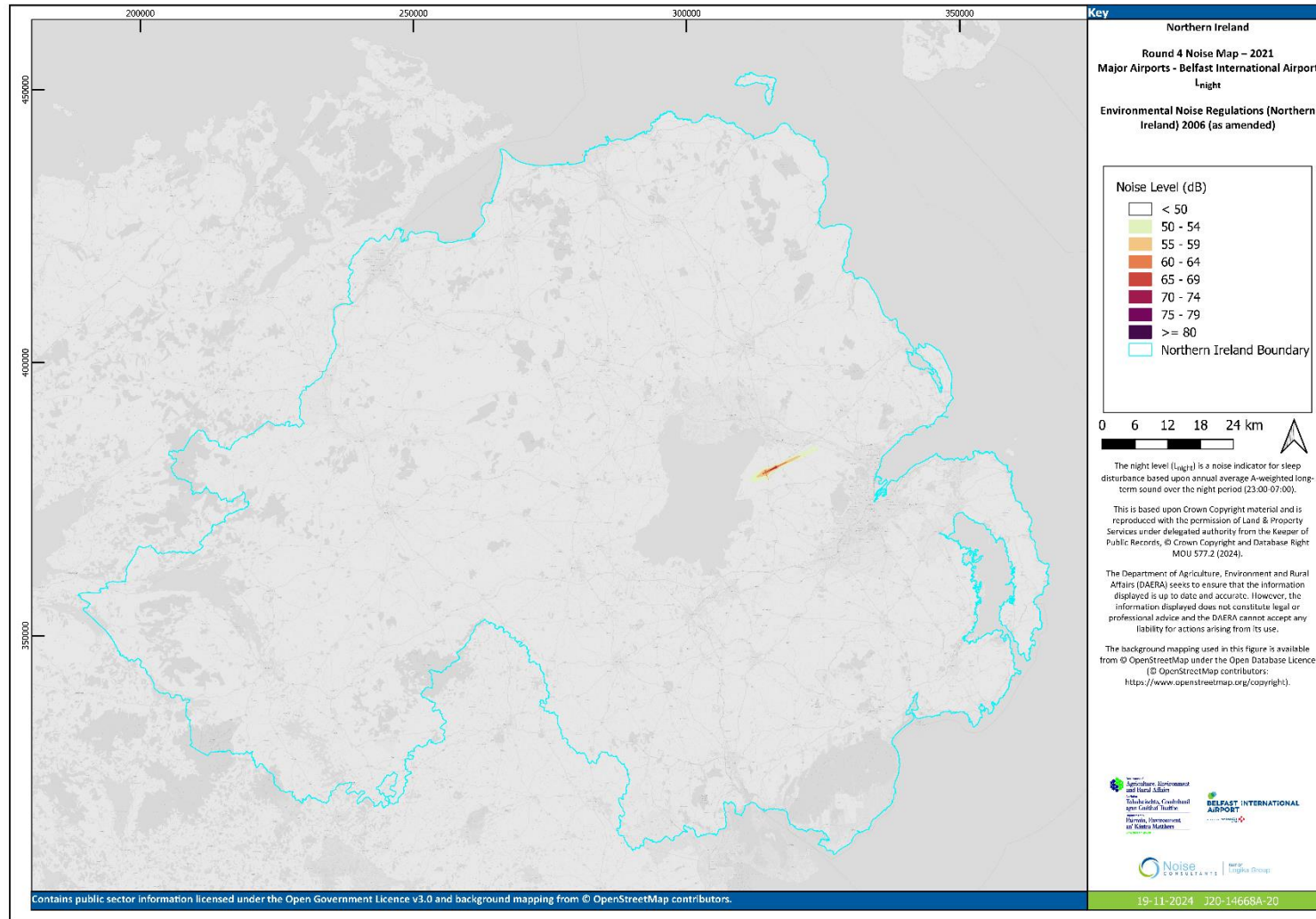


Figure A3.32: Northern Ireland – Belfast International Airport – $L_{Aeq,16h}$

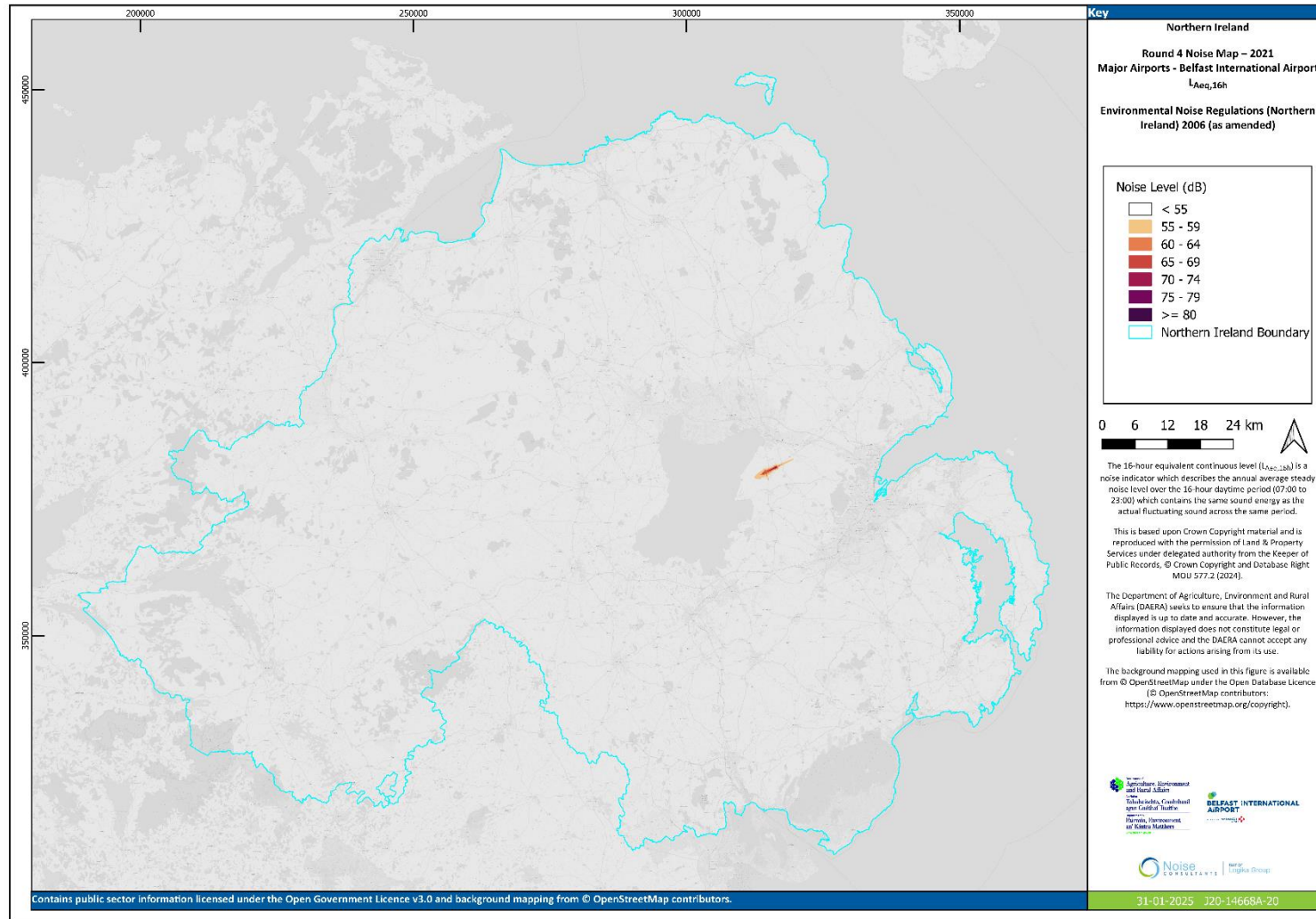


Figure A3.33: Northern Ireland – Major Railway – L_{den}

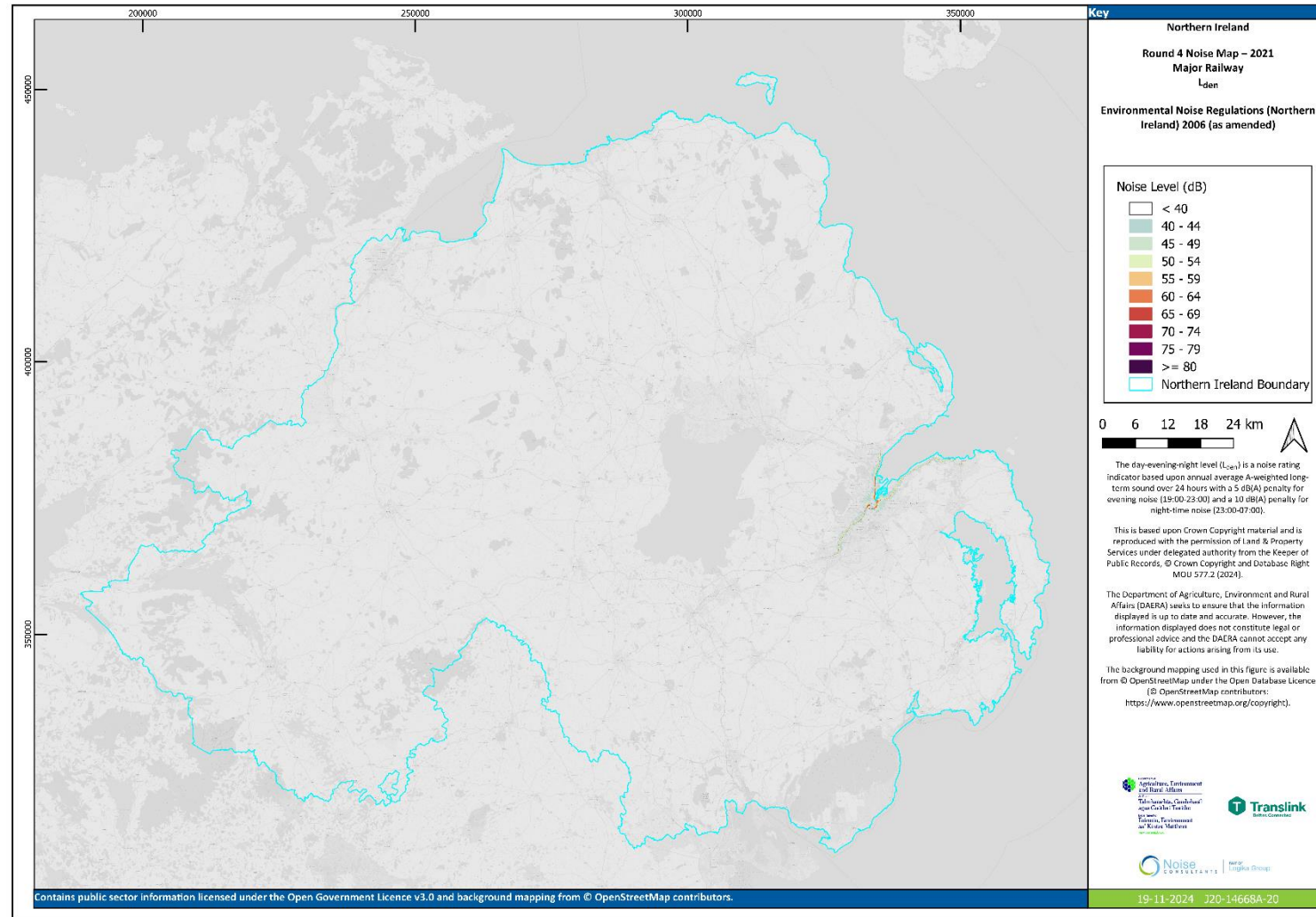


Figure A3.34: Northern Ireland – Major Railway – L_{day}

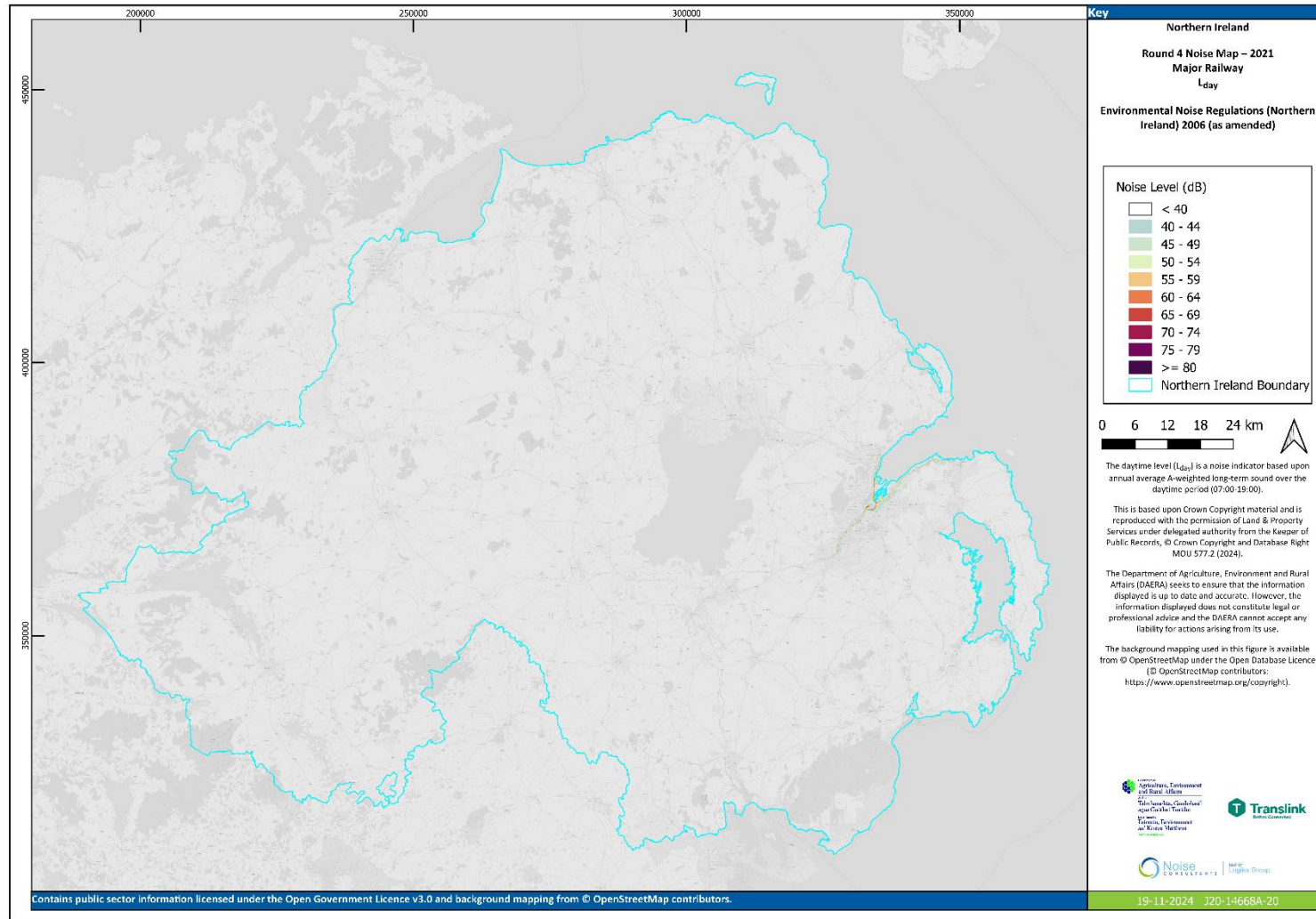


Figure A3.35: Northern Ireland – Major Railway – Leve

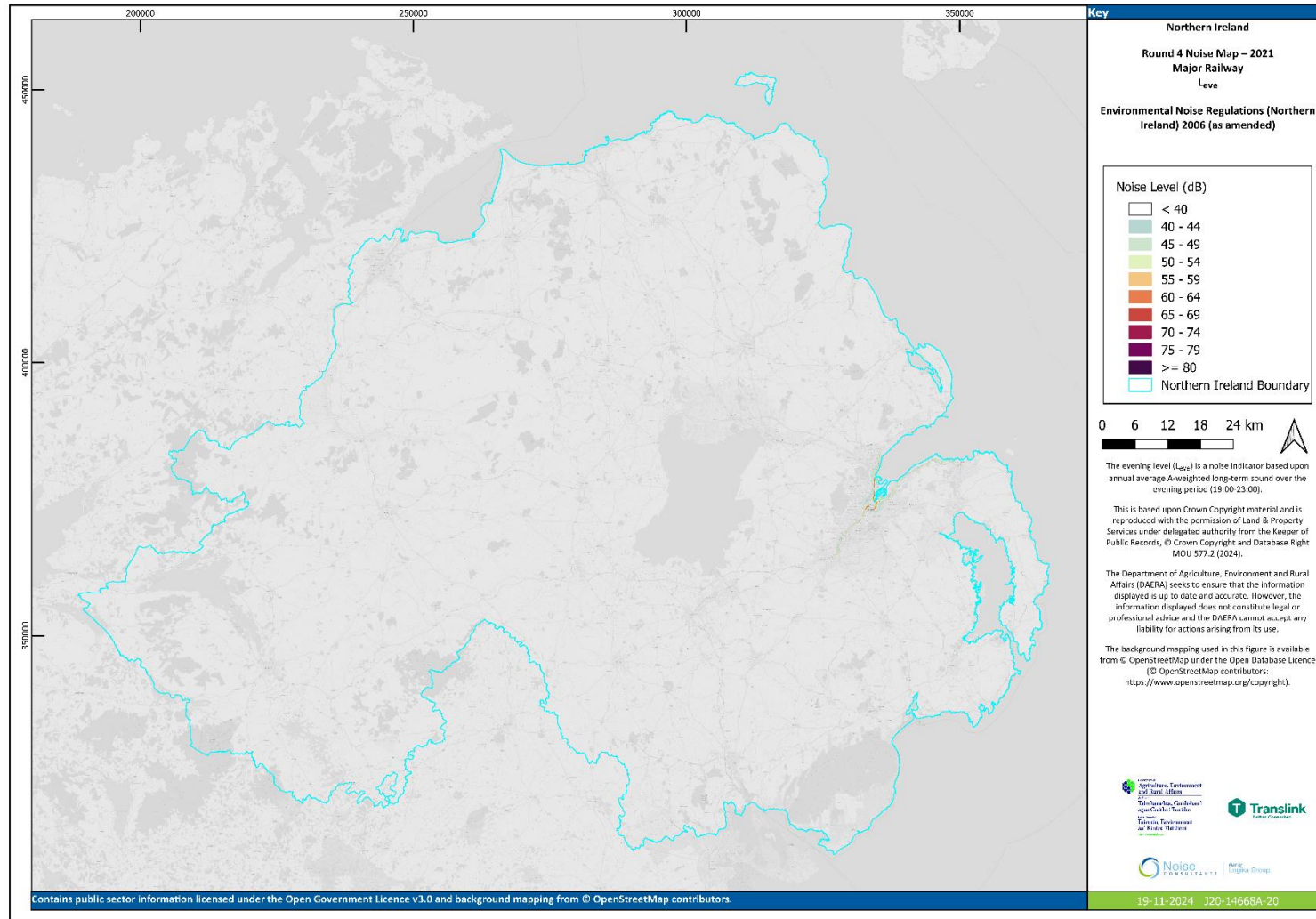


Figure A3.36: Northern Ireland – Major Railway – L_{night}

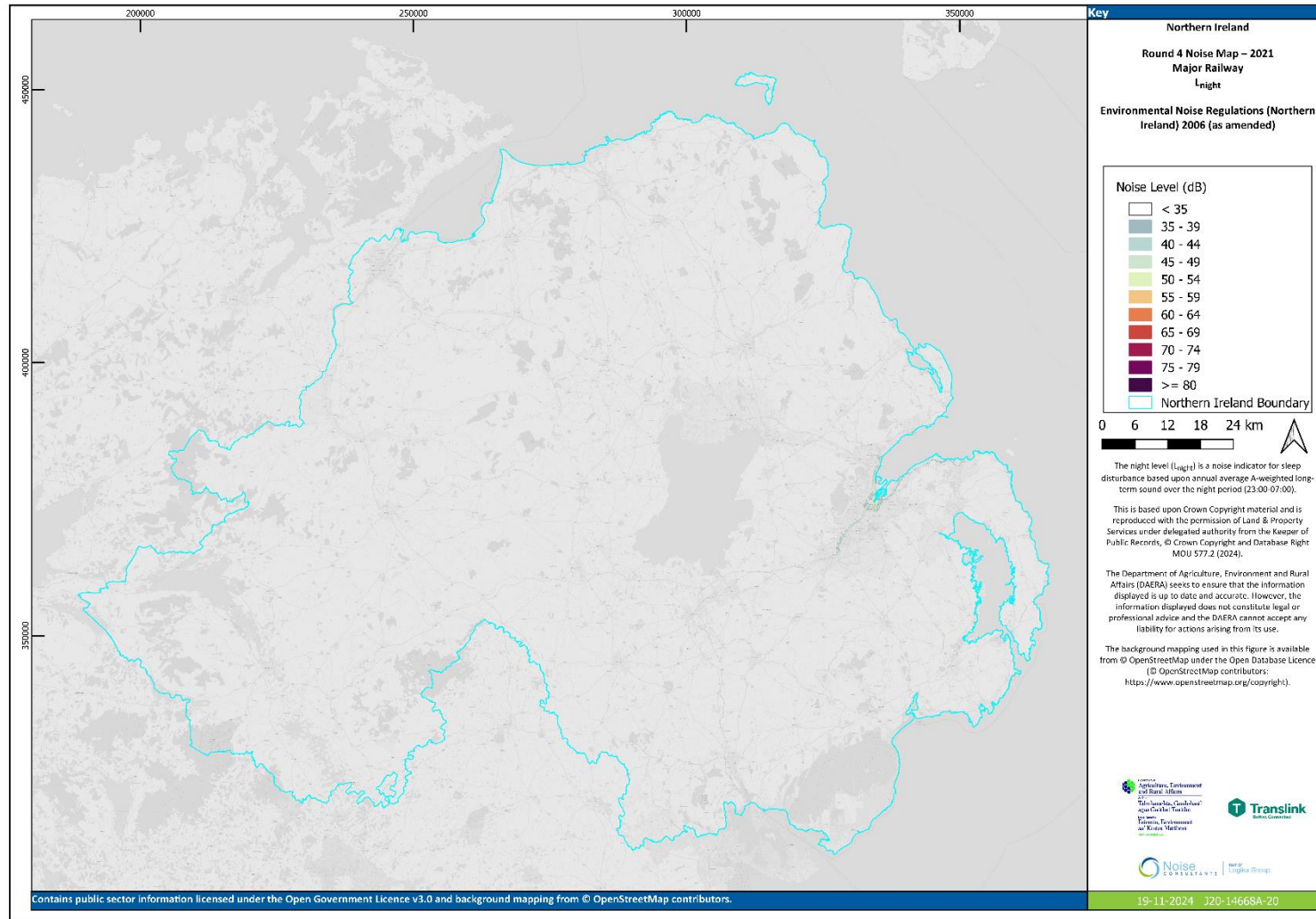


Figure A3.37: Northern Ireland – Major Railway – $L_{Aeq,16h}$

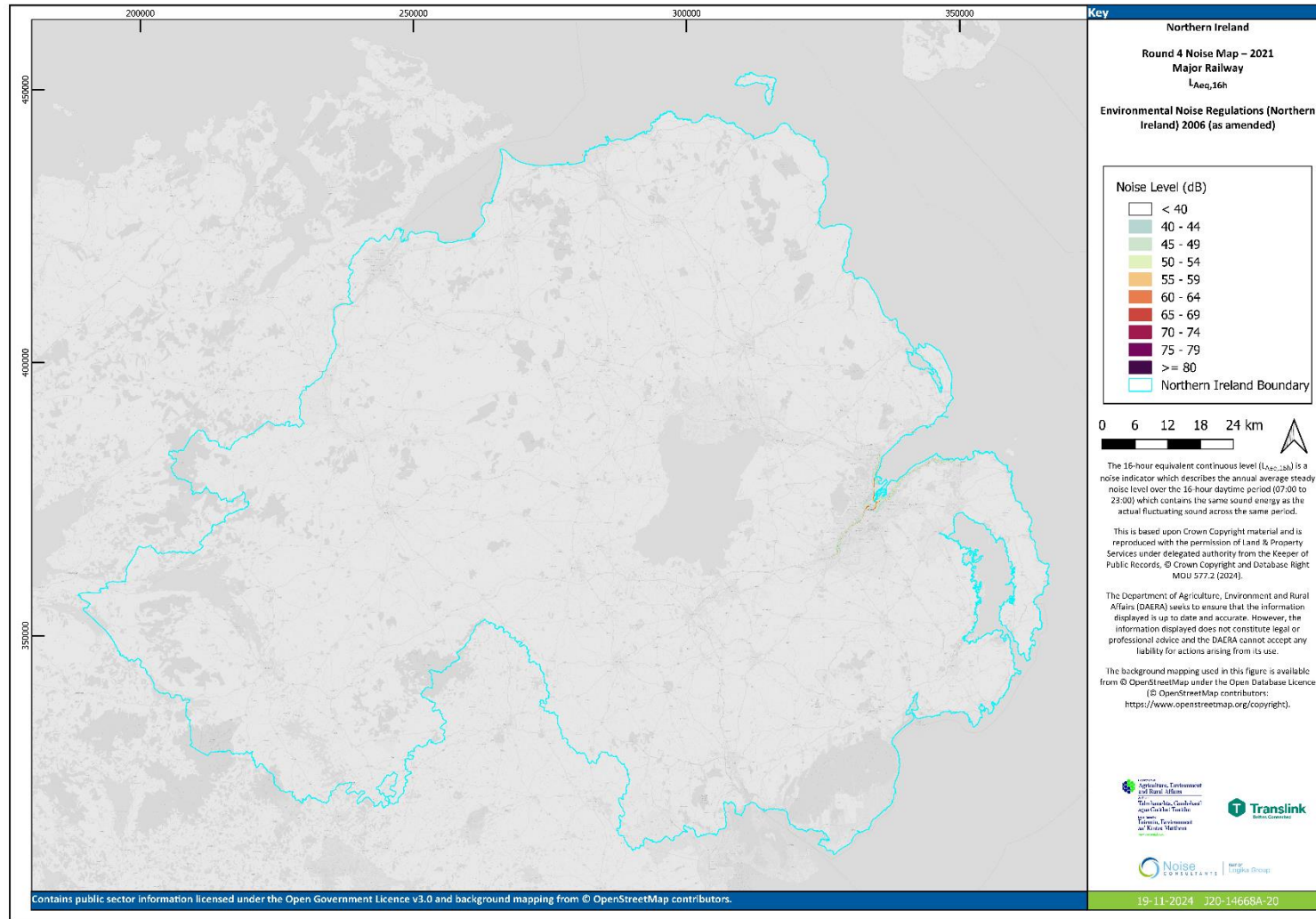


Figure A3.38: Northern Ireland – Major Railway – $L_{Aeq,18h}$

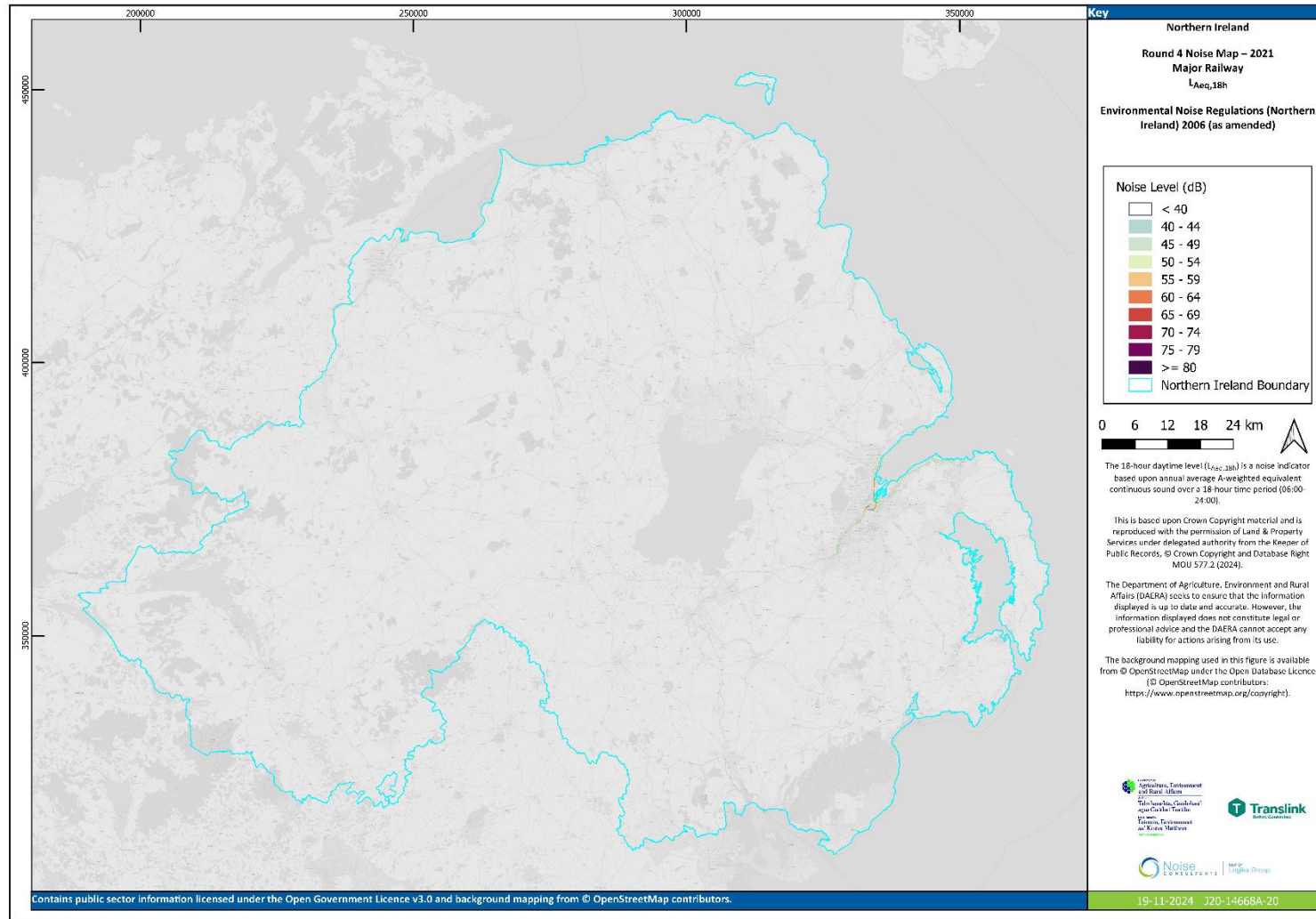


Figure A3.39: Northern Ireland – Major Railway – $L_{Aeq,6h}$

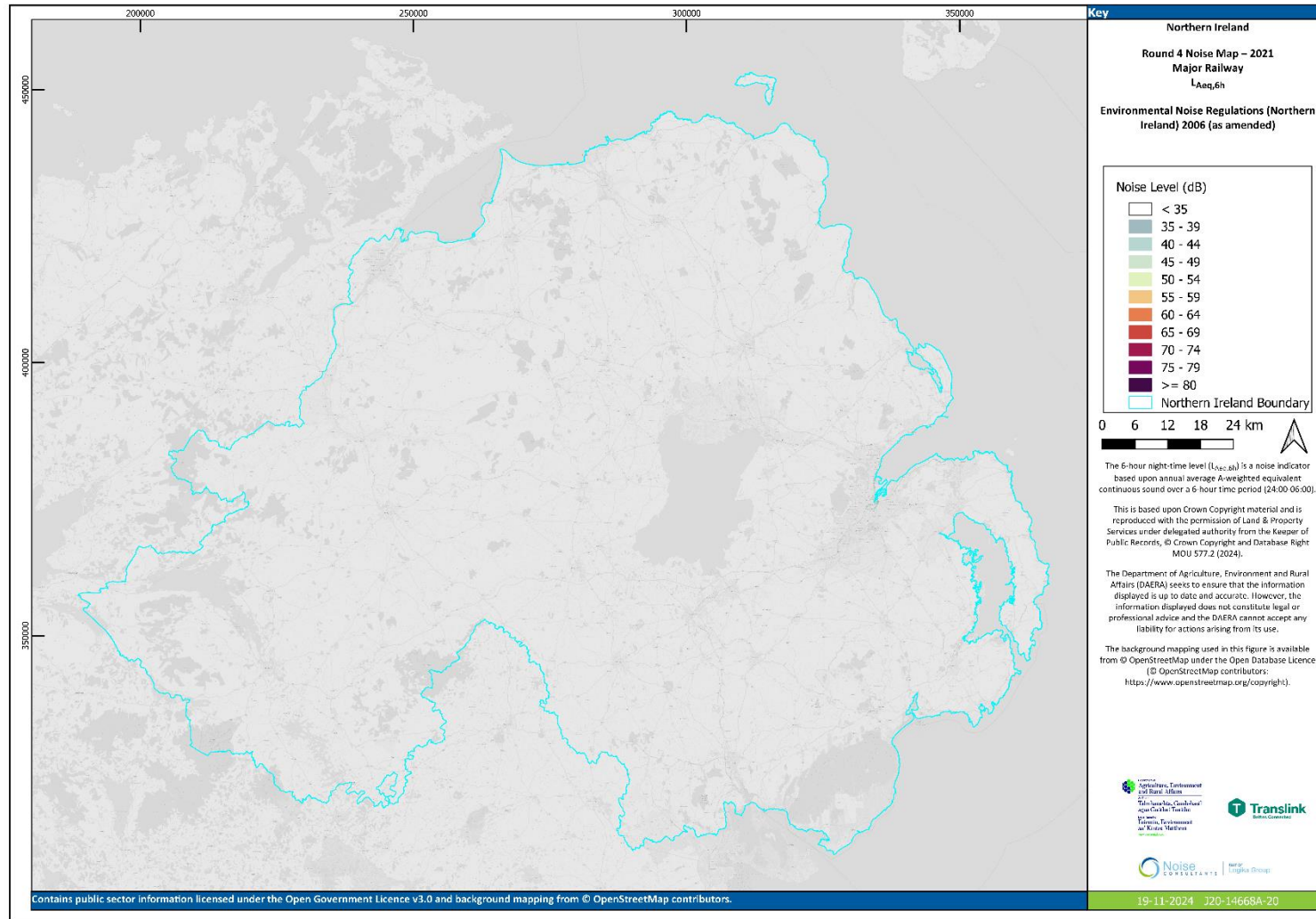


Figure A3.40: Northern Ireland – Major Roads – L_{den}

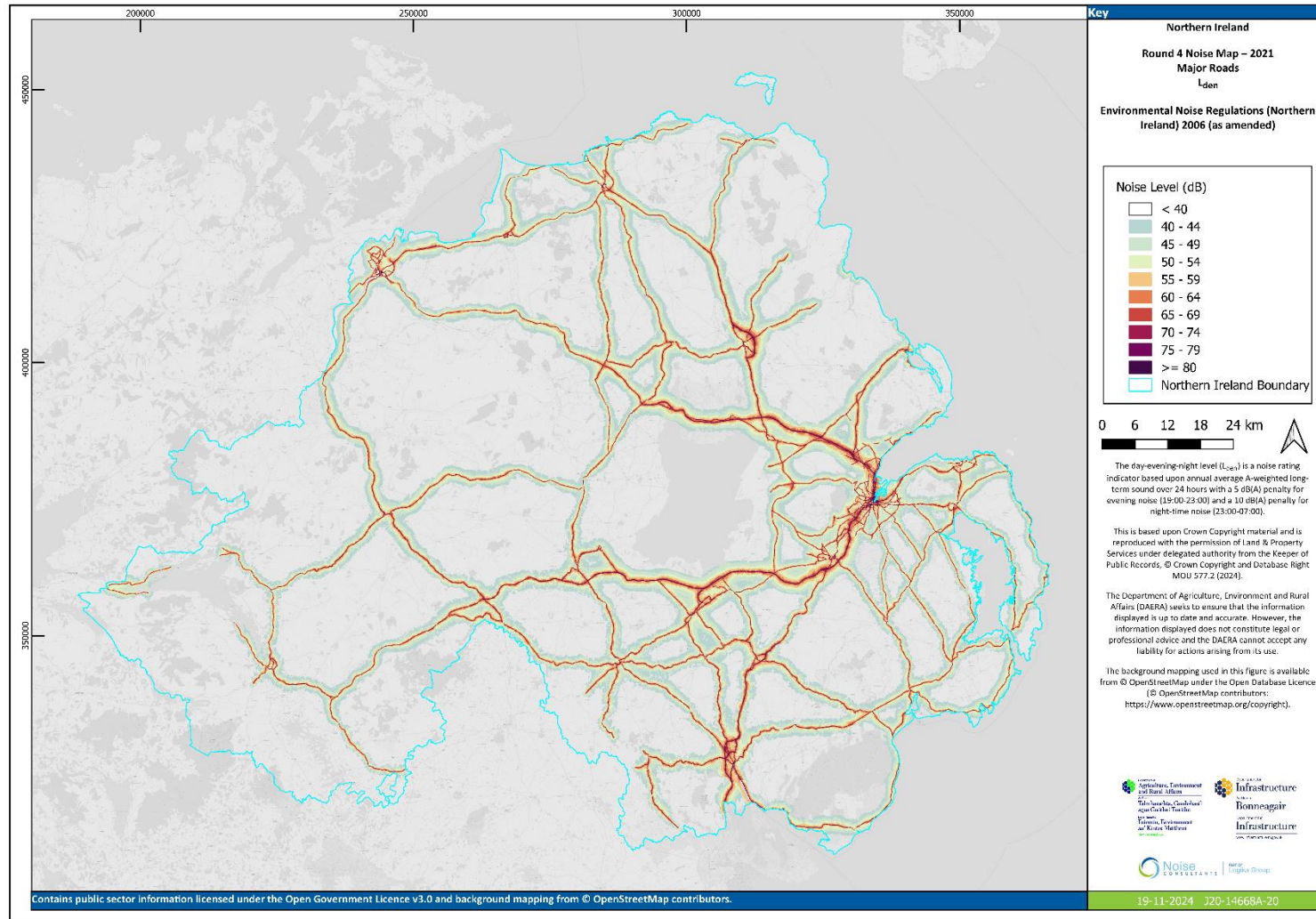


Figure A3.41: Northern Ireland – Major Roads – L_{day}

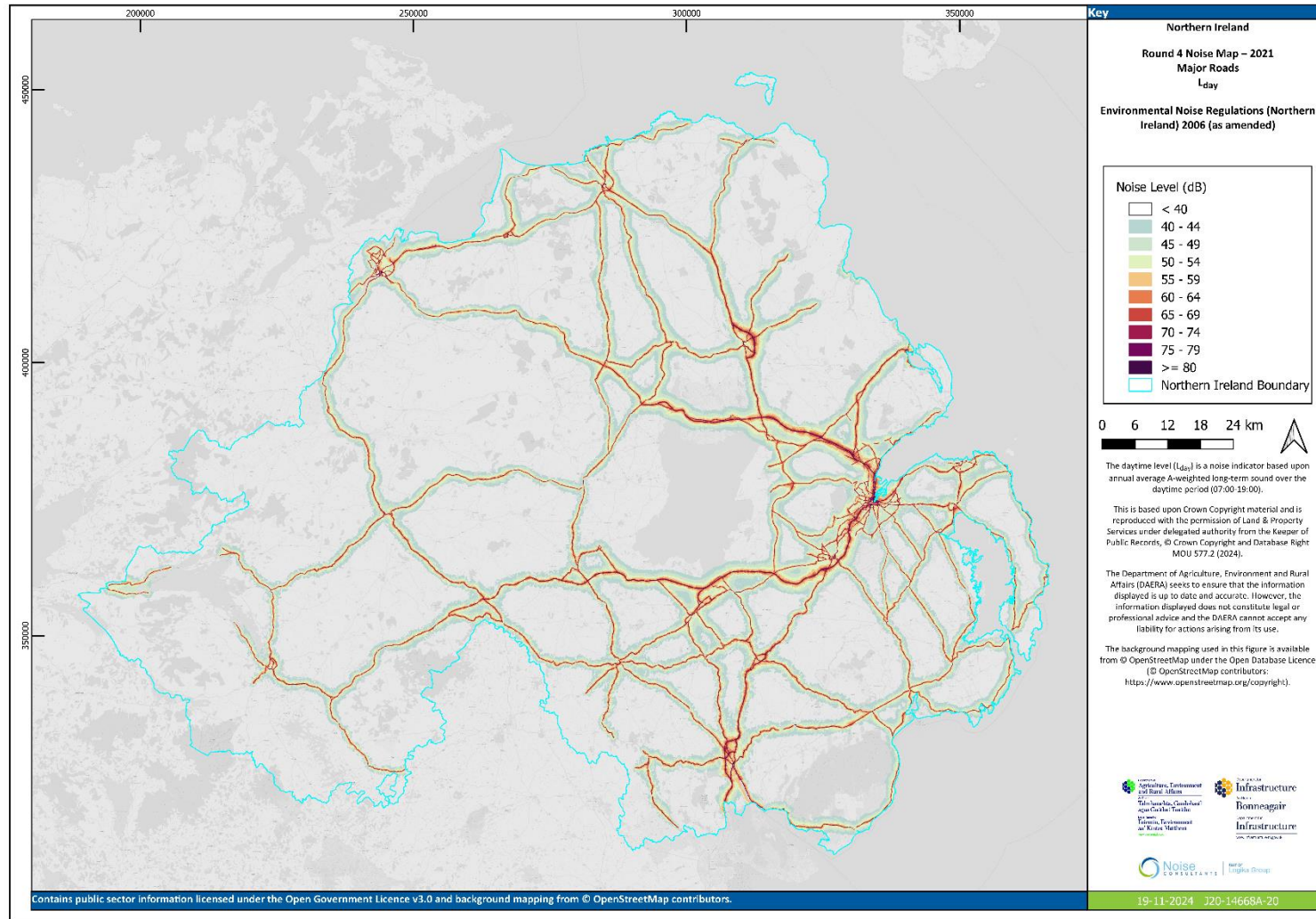


Figure A3.42: Northern Ireland – Major Roads – Leve

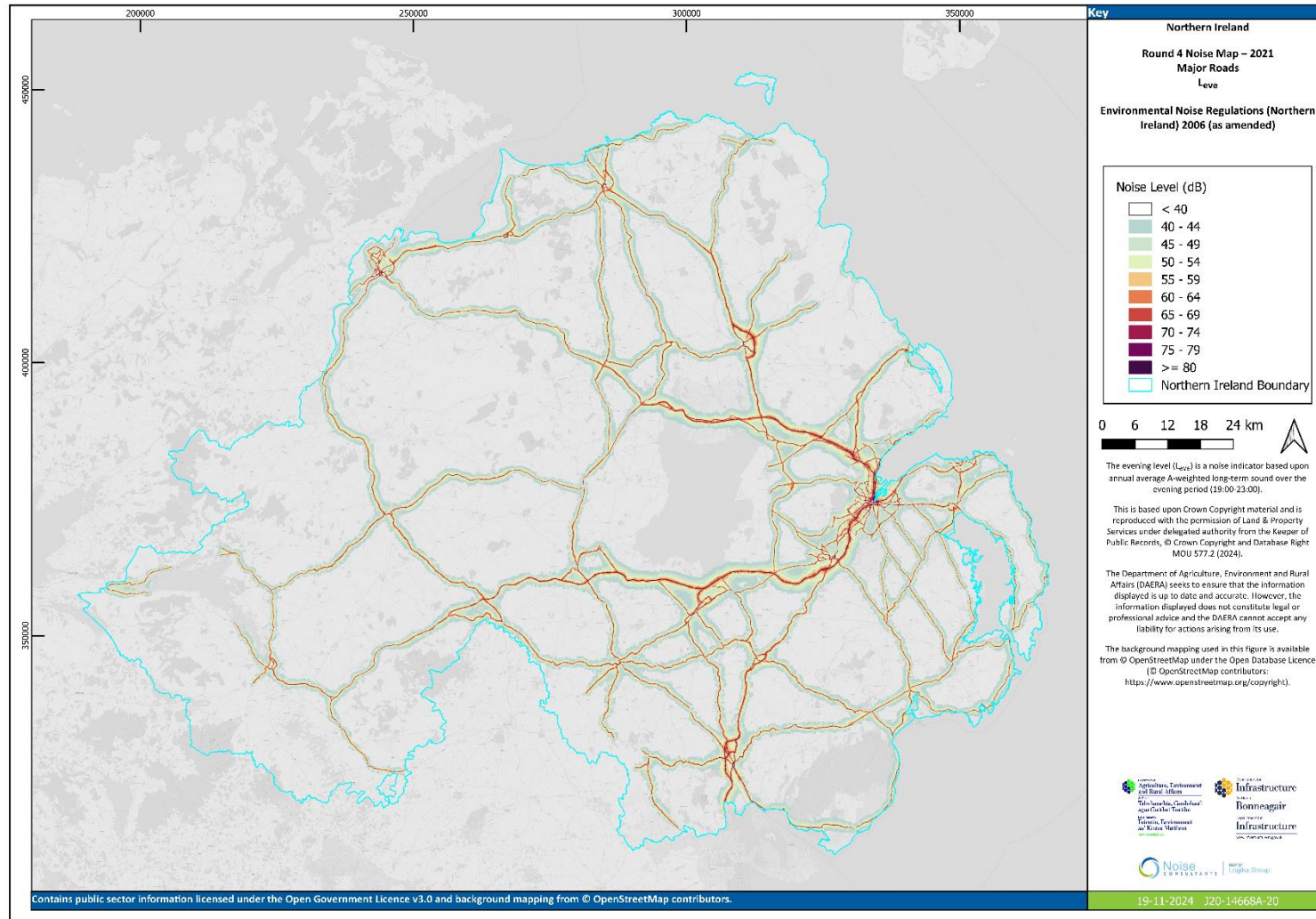


Figure A3.43: Northern Ireland – Major Roads – L_{night}

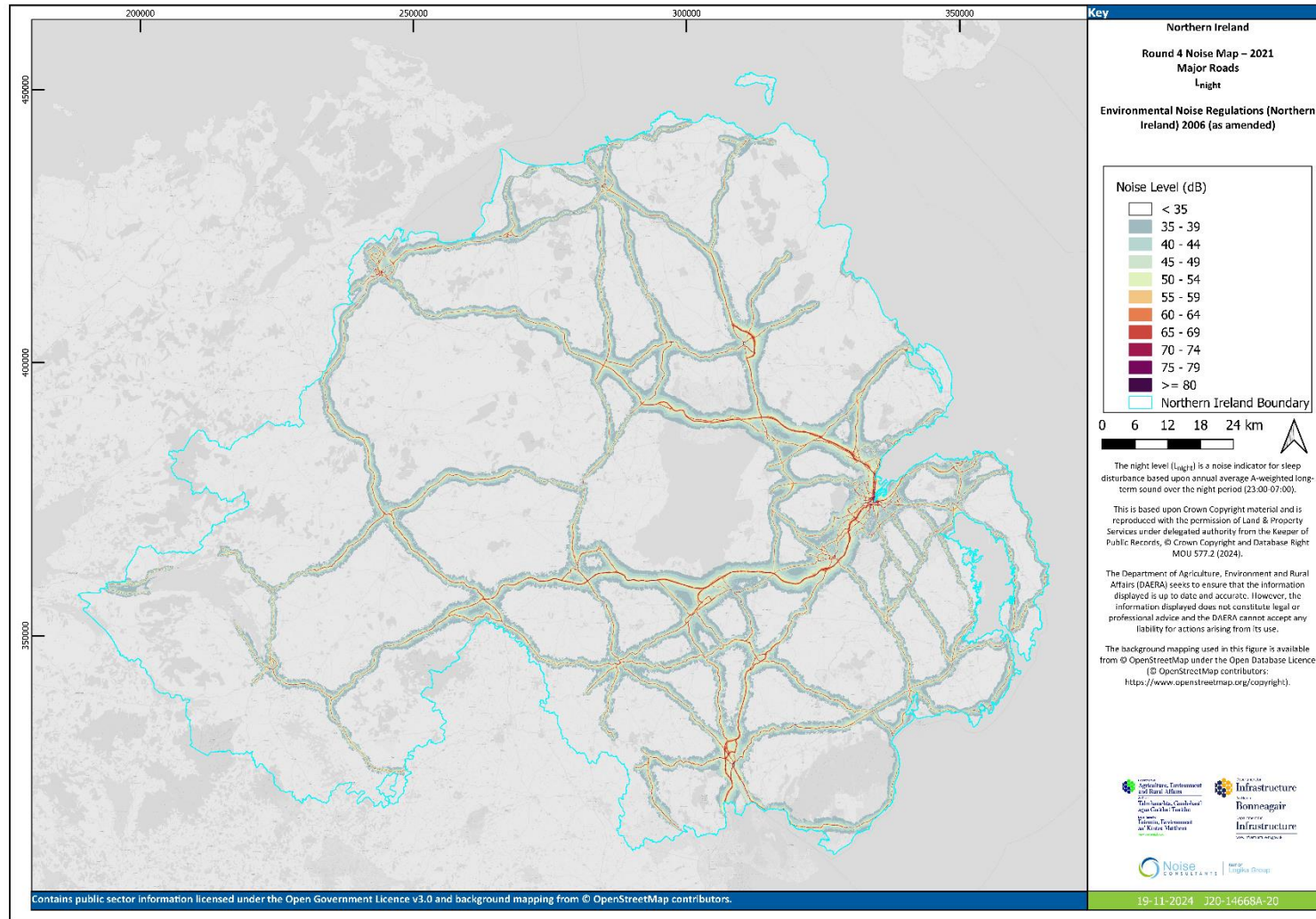
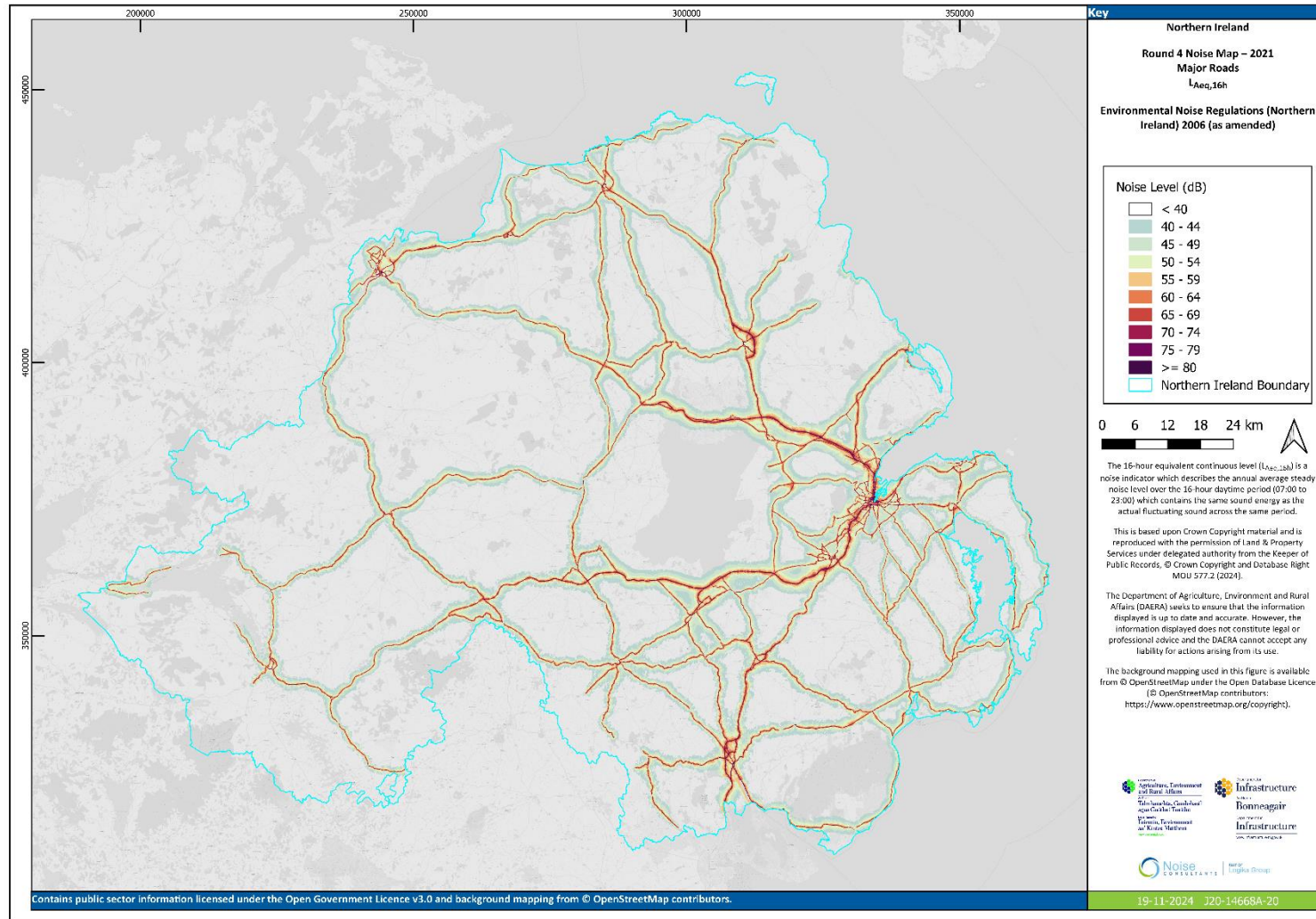


Figure A3.44: Northern Ireland – Major Roads – $L_{Aeq,16h}$



A4 Belfast International Airport – 2023 Statistics

Table A4.1: Belfast International Airport – 2023 Population Exposed

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
50-51	3,377.94	526.96	279.12	187.88	128.78
51-52	1,112.10	301.80	236.11	247.87	168.23
52-53	738.82	328.70	220.27	304.67	147.75
53-54	431.27	431.25	274.62	388.53	105.57
54-55	294.20	364.65	401.47	381.50	50.68
55-56	394.86	325.83	407.06	350.87	24.34
56-57	469.62	161.68	183.80	152.64	16.22
57-58	377.95	126.50	179.96	150.78	18.53
58-59	217.41	142.29	68.58	99.19	2.35
59-60	183.24	105.68	56.63	71.75	2.35
60-61	81.70	23.58	70.30	152.44	4.69
61-62	174.96	114.25	23.58	44.69	0.00
62-63	110.17	40.01	15.87	29.66	0.00
63-64	39.95	34.00	4.69	15.11	0.00
64-65	13.52	5.01	0.00	7.40	0.00
65-66	23.98	5.05	0.00	0.00	0.00
66-67	10.06	0.00	0.00	0.00	0.00
67-68	2.35	0.00	0.00	0.00	0.00
68-69	2.35	0.00	0.00	0.00	0.00
69-70	0.00	0.00	0.00	0.00	0.00
70-71	0.00	0.00	0.00	0.00	0.00
71-72	0.00	0.00	0.00	0.00	0.00
72-73	0.00	0.00	0.00	0.00	0.00
73-74	0.00	0.00	0.00	0.00	0.00
74-75	0.00	0.00	0.00	0.00	0.00
75-76	0.00	0.00	0.00	0.00	0.00
76-77	0.00	0.00	0.00	0.00	0.00
77-78	0.00	0.00	0.00	0.00	0.00

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
78-79	0.00	0.00	0.00	0.00	0.00
79-80	0.00	0.00	0.00	0.00	0.00
>=80	0.00	0.00	0.00	0.00	0.00

Table A4.2: Belfast International Airport – 2023 Number of Dwellings

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
50-51	1,358	210	109	74	48
51-52	434	118	88	96	66
52-53	300	122	83	113	56
53-54	168	160	102	145	40
54-55	116	138	149	144	20
55-56	147	122	151	131	9
56-57	176	61	70	57	6
57-58	140	48	71	57	7
58-59	81	54	26	38	1
59-60	68	40	21	27	1
60-61	31	9	26	61	2
61-62	70	47	9	17	0
62-63	42	15	6	11	0
63-64	15	13	2	6	0
64-65	5	2	0	3	0
65-66	9	2	0	0	0
66-67	4	0	0	0	0
67-68	1	0	0	0	0
68-69	1	0	0	0	0
69-70	0	0	0	0	0
70-71	0	0	0	0	0
71-72	0	0	0	0	0
72-73	0	0	0	0	0
73-74	0	0	0	0	0
74-75	0	0	0	0	0
75-76	0	0	0	0	0
76-77	0	0	0	0	0
77-78	0	0	0	0	0
78-79	0	0	0	0	0

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
79-80	0	0	0	0	0
>=80	0	0	0	0	0

Table A4.3: Belfast International Airport – 2023 Number of School Buildings

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
50-51	19	0	0	0	0
51-52	9	0	0	0	0
52-53	0	0	0	0	0
53-54	0	0	0	0	0
54-55	0	0	0	0	0
55-56	0	0	0	0	0
56-57	0	0	0	0	0
57-58	0	0	0	0	0
58-59	0	0	0	0	0
59-60	0	0	0	0	0
60-61	0	0	0	0	0
61-62	0	0	0	0	0
62-63	0	0	0	0	0
63-64	0	0	0	0	0
64-65	0	0	0	0	0
65-66	0	0	0	0	0
66-67	0	0	0	0	0
67-68	0	0	0	0	0
68-69	0	0	0	0	0
69-70	0	0	0	0	0
70-71	0	0	0	0	0
71-72	0	0	0	0	0
72-73	0	0	0	0	0
73-74	0	0	0	0	0
74-75	0	0	0	0	0
75-76	0	0	0	0	0
76-77	0	0	0	0	0
77-78	0	0	0	0	0
78-79	0	0	0	0	0

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
79-80	0	0	0	0	0
>=80	0	0	0	0	0

Table A4.4: Belfast International Airport – 2023 Number of Hospital Buildings

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
50-51	0	0	0	0	0
51-52	0	0	0	0	0
52-53	0	0	0	0	0
53-54	0	0	0	0	0
54-55	0	0	0	0	0
55-56	0	0	0	0	0
56-57	0	0	0	0	0
57-58	0	0	0	0	0
58-59	0	0	0	0	0
59-60	0	0	0	0	0
60-61	0	0	0	0	0
61-62	0	0	0	0	0
62-63	0	0	0	0	0
63-64	0	0	0	0	0
64-65	0	0	0	0	0
65-66	0	0	0	0	0
66-67	0	0	0	0	0
67-68	0	0	0	0	0
68-69	0	0	0	0	0
69-70	0	0	0	0	0
70-71	0	0	0	0	0
71-72	0	0	0	0	0
72-73	0	0	0	0	0
73-74	0	0	0	0	0
74-75	0	0	0	0	0
75-76	0	0	0	0	0
76-77	0	0	0	0	0
77-78	0	0	0	0	0
78-79	0	0	0	0	0

Exposure Band	Lden	Lday	Leve	LAeq,16hr	Lnight
79-80	0	0	0	0	0
>=80	0	0	0	0	0



London • Bristol • Warrington • Brussels