



# **ENVIRONMENTAL STATEMENT – VOLUME 3 – APPENDIX 7.5 (CLEAN)**

## **Road Traffic Noise Assessment**

### **Drax Bioenergy with Carbon Capture and Storage**

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations, 2009 – Regulation (5(2)(a))

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# TABLE OF CONTENTS

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<b>1. BASIC NOISE LEVEL RESULTS</b> .....	<b>1</b>
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## TABLES

---

Table 1.1 - Road Traffic Basic Noise Levels During Construction Phase .....	2
Table 1.2 – Road Traffic Basic Noise Levels During Operation Phase .....	3
Table 1.3 - Baseline Road Traffic Basic Noise Levels .....	4

# 1. BASIC NOISE LEVEL RESULTS

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- 1.1.1. The following tables show the magnitude of change of basic noise levels due to the Proposed Scheme. Road traffic Link IDs can be seen in **Table 1.1**.
- 1.1.2. The Basic Noise Levels presented in the tables have been determined using the methodology in the Calculation of Road Traffic Noise. The likely change in noise levels due to the construction (**Table 1.1**) and operational (**Table 1.2**) vehicle movements is presented in the last column for each table. These values have been assessed against the magnitude of noise change in DMRB LA111 defined in **Table 7.7** and **Table 7.8** of **Chapter 7 (Noise and Vibration) (APP-043)**.
- 1.1.3. The locations of the road links are shown in **Figure 5.1 (Traffic and transport Study Area) (APP-062)**.

**Table 1.1 - Road Traffic Basic Noise Levels During Construction Phase**

Link ID	2026 Future Baseline + Committed AAWT				2026 With Development AAWT				Change in Noise Level (dB)
	HGV	HGV (%)	Total	18hr Basic Noise Level (L <sub>A10</sub> dB) @ 10m	HGV	HGV (%)	Total	18hr Basic Noise Level (L <sub>A10</sub> dB) @ 10m	
1	241	18%	1378	68	359	20%	1809	69	1
	235	19%	1266		353	21%	1697		
2	95	6%	1591	66	95	6%	1591	66	0
	45	4%	1160		45	4%	1160		
3	445	9%	4710	72	563	11%	5022	73	1
	441	9%	4835		559	11%	5147		
4	195	5%	4060	67	195	5%	4060	67	0
	197	5%	4111		197	5%	4111		
5	558	7%	8341	74	676	8%	8653	75	1
	476	5%	8719		594	7%	9031		
10	243	5%	4872	72	243	5%	4991	72	0
	227	4%	5050		227	4%	5169		
11	139	3%	5031	71	139	3%	5031	71	0
	149	3%	5012		149	3%	5012		
12	232	3%	7604	73	232	3%	7723	73	0
	243	3%	7419		243	3%	7538		
13	581	8%	7056	74	581	8%	7071	74	0
	609	8%	7241		609	8%	7257		

**Table 1.2 – Road Traffic Basic Noise Levels During Operation Phase**

Link ID	2029 Future Baseline + Committed AAWT				2029 With Development AAWT				Change in Noise Level (dB)
	HGV	HGV (%)	Total	18hr Basic Noise Level (LA10 dB) @ 10m	HGV	HGV (%)	Total	18hr Basic Noise Level (LA10 dB) @ 10m	
1	244	17%	1405	68	254	18%	1429	68	0
	238	18%	1291		248	19%	1314		
2	97	6%	1624	66	97	6%	1624	66	0
	46	4%	1185		46	4%	1185		
3	452	9%	4806	72	458	10%	4820	72	0
	449	9%	4934		455	9%	4948		
4	199	5%	4145	67	199	5%	4145	67	0
	201	5%	4196		201	5%	4196		
5	567	7%	8507	74	574	7%	8521	74	0
	484	5%	8893		490	6%	8907		
10	248	5%	4974	72	252	5%	4982	72	0
	232	4%	5155		236	5%	5164		
11	142	3%	5136	71	142	3%	5136	71	0
	152	3%	5116		152	3%	5116		
12	236	3%	7763	73	240	3%	7772	73	0
	248	3%	7575		252	3%	7583		
13	593	8%	7200	74	594	8%	7201	74	0
	622	8%	7390		622	8%	7391		

**Table 1.3 - Baseline Road Traffic Basic Noise Levels**

Link ID	2018 Baseline				2029 Future Baseline				Change in Noise Level (dB)
	HGV	HGV (%)	Total	18hr Basic Noise Level (L <sub>A10</sub> dB) @ 10m	HGV	HGV (%)	Total	18hr Basic Noise Level (L <sub>A10</sub> dB) @ 10m	
1	136	11.6%	1167	66	152	11.6%	1307	67	1
	129	12.2%	1065		145	12.2%	1193		
2	87	6.0%	1447	66	97	6.0%	1620	66	0
	41	3.9%	1054		46	3.9%	1181		
3	321	7.7%	4176	71	360	7.7%	4677	72	1
	318	7.4%	4290		356	7.4%	4805		
4	177	4.8%	3685	67	199	4.8%	4126	67	0
	179	4.8%	3731		201	4.8%	4178		
5	424	5.9%	7220	73	475	5.9%	8086	74	1
	350	4.6%	7565		392	4.6%	8472		
10	221	5.0%	4417	71	248	5.0%	4946	72	1
	207	4.5%	4579		232	4.5%	5128		
11	126	2.8%	4569	71	142	2.8%	5116	71	0
	136	3.0%	4551		152	3.0%	5097		
12	211	3.0%	6925	73	236	3.0%	7755	73	0
	221	3.3%	6757		248	3.3%	7567		
13	512	8.1%	6284	73	573	8.1%	7037	74	1
	537	8.3%	6453		602	8.3%	7226		

1.1.25. **Table 1.1** and **Table 1.2** show that the overall road traffic noise levels will not change by more than 1dB during construction and operation, which is classified as a negligible impact, therefore a not significant effect.

1.1.26. **Table 1.3** shows basic road traffic noise levels related to baseline scenarios in years 2018 and 2029. The noise level changes in **Table 1.3** demonstrate that the road traffic noise levels are not expected to change by more than 1dB between 2018 and 2026 without the Proposed Scheme.