

A1 Birtley to Coal House

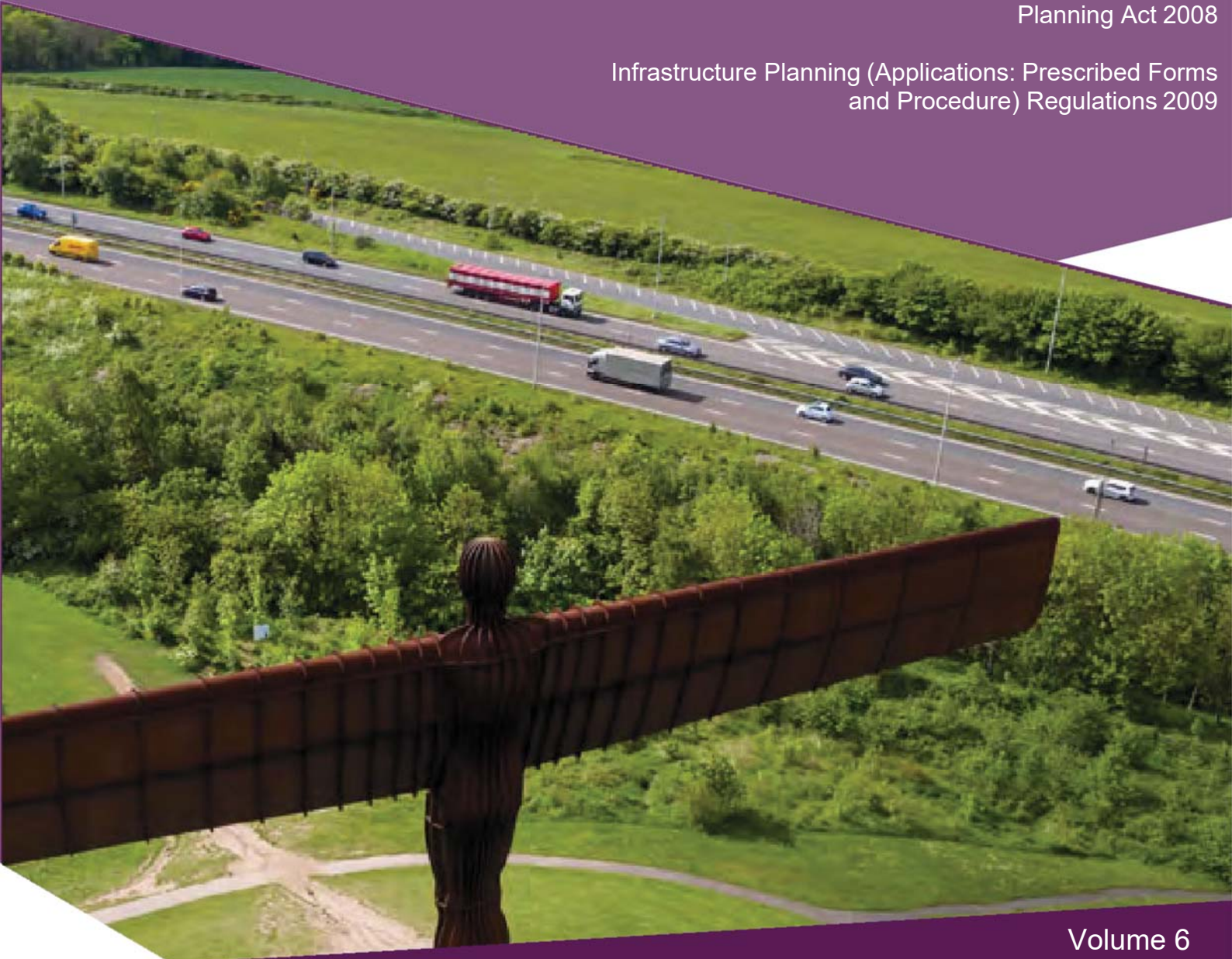
Scheme Number: TR010031

6.3 Environmental Statement – Appendix 11.13 Construction Traffic Noise

APFP Regulation 5(2)(a)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms
and Procedure) Regulations 2009



Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Applications: Prescribed Forms and
Procedures) Regulations 2009**

**A1 Birtley to Coal House
Development Consent Order 20[xx]**

**Environmental Statement -
Appendix**

Regulation Reference:	APFP Regulation 5(2)(a)
Planning Inspectorate Scheme Reference	TR010031
Application Document Reference	TR010031/APP/6.3
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CONSTRUCTION TRAFFIC NOISE

1.1. CONSTRUCTION TRAFFIC NOISE CALCULATION

- 1.1.1. Fourteen 'gateways' for vehicular traffic have been identified leading to/from the Scheme. The number of construction vehicle movements entering and exiting the Scheme via each gateway has been estimated for all construction and waste related activities. Movements associated with the construction compounds have also been included.
- 1.1.2. This exercise was undertaken for both the Allerdene viaduct and Allerdene embankment options. The latter option was found to generate the highest levels of construction traffic, so these figures have been utilised in this assessment to show a worst case assessment.
- 1.1.3. Construction traffic movements were broken down into heavy and light categories, but cautiously these have all been taken to be heavy in the assessment described below.
- 1.1.4. In addition to construction and waste related traffic, the number of light vehicle (car) movements associated with workers arriving and departing for work have also been estimated. Ultimately only ten of the fourteen gateways are anticipated to carry construction related traffic.
- 1.1.5. The data described above have been determined for each quarter of the construction period – eleven quarterly periods (nearly three years) in total. To present a cautious assessment, the data for the quarterly period with the highest flow have been used in the assessment (the third quarter out of eleven).
- 1.1.6. **Table 13-1** summarises the traffic data used in this analysis. The data are average daily flows in the busiest quarter in terms of construction traffic, based on the Allerdene embankment option. All construction and waste related movements have been taken to be heavy vehicles for the purposes of the assessment. Being an average flow within the busiest period means that on some days in that quarter construction traffic could be higher, although this would be off-set by days when they would be lower than the average.
- 1.1.7. To determine the likely magnitude of noise impact arising from these additional construction related movements, these movements have been added to the 2017 baseline traffic on each link and the change in Basic Noise Level has been determined using the CRTN (**Ref 11.25**) methodology.

Table 13-1 – Construction related traffic movements and predicted change in BNL (dB)

Gateway	Description	Construction related traffic		Change in BNL (dB)
		Heavy	Light	
W01	A1 North of Scheme (sb)	70	78	0.0

Gateway	Description	Construction related traffic		Change in BNL (dB)
	A1 North of Scheme (nb)	70	78	0.0
W03	Chowdene Bank	-	6	0.0
W13	Lamesley Road	-	15	0.0
W04	A167 Durham Road (sb)	-	15	0.0
	A167 Durham Road (nb)	-	15	0.0
W05	B1296 Long Bank	14	87	+0.1
W12	A167 Newcastle Bank	4	40	0.0
W07	B1288	2	65	0.0
W08	A1231 Sunderland Highway (wb)	-	16	0.0
	A1231 Sunderland Highway (eb)	-	16	0.0
W09	A1 South of Scheme (nb)	202	19	+0.1
	A1 South of Scheme (sb)	202	19	+0.1
W10	Penshaw View	-	1	0.0

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