

A1 Birtley to Coal House

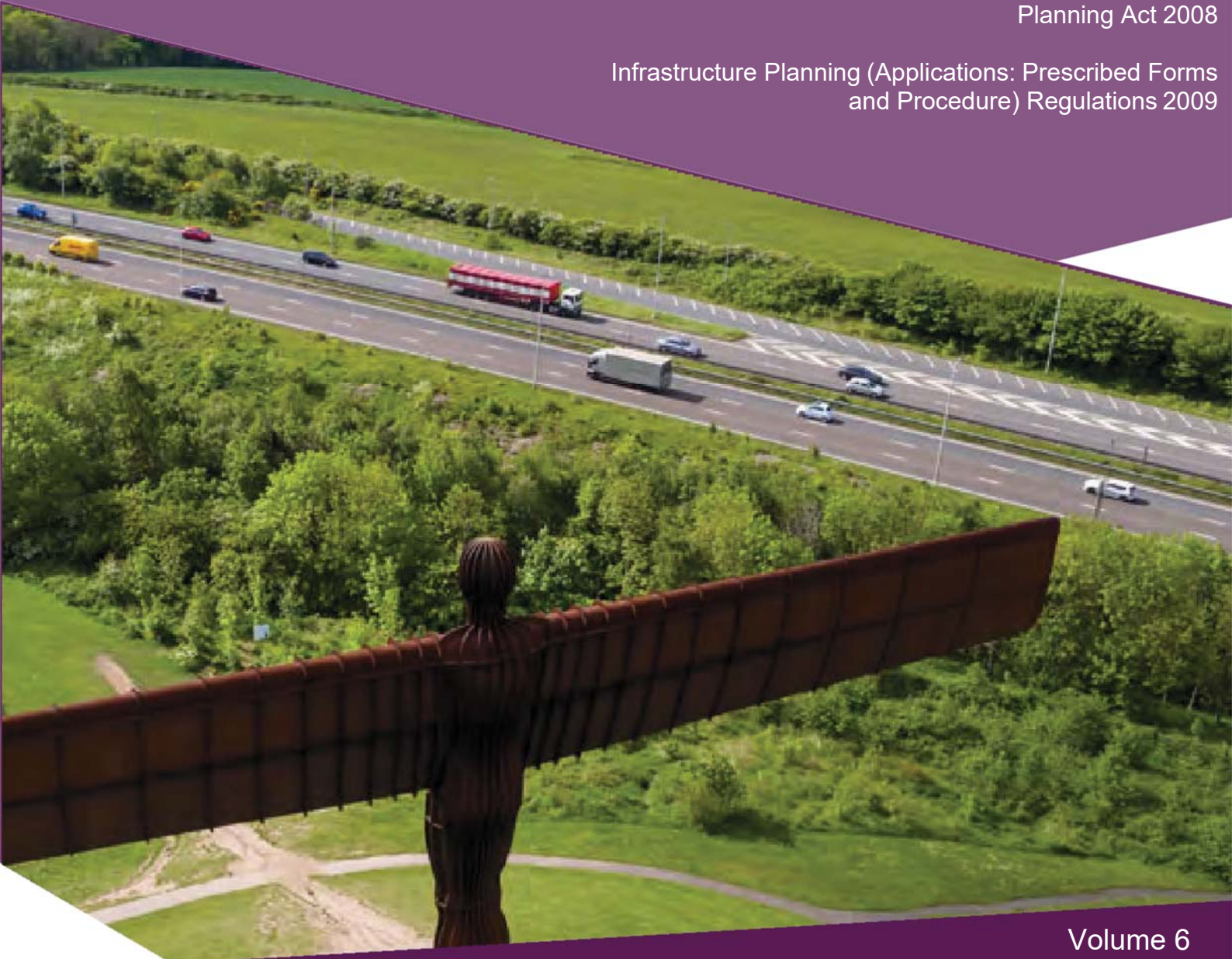
Scheme Number: TR010031

6.3 Environmental Statement – Appendix 11.16 Noise Nuisance

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**

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| Regulation Reference: | APFP Regulation 5(2)(a) |
| Planning Inspectorate Scheme Reference | TR010031 |
| Application Document Reference | TR010031/APP/6.3 |
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ASSESSMENT OF CHANGE IN ROAD TRAFFIC INDUCED NOISE NUISANCE ARISING FROM THE SCHEME

- 1.1.1. An assessment of the change in noise nuisance arising as a result of the Scheme has been undertaken following the guidance detailed within HD 213/11.
- 1.1.2. The assessment has considered all residential receptors within the Calculation Area. The change in noise nuisance has been determined for both the Do Minimum comparison (DM 2023 versus DM 2038) and the short-term and long-term Do Something comparisons (DM 2023 versus DS 2023 and DM 2023 versus DS 2038). For the Do Something scenarios, whether there is an increase or decrease in traffic noise, the adopted result for each receptor is that based on the highest level of bother.
- 1.1.3. As required by HD 213/11, the numbers of dwellings within stated ranges of percentage change have been determined, and are reported in **Table 16-1**.

Table 16-1 – Change in traffic noise nuisance

| Change in noise nuisance level | | Number of dwellings | |
|--------------------------------|----------|---------------------|--------------|
| | | Do Minimum | Do Something |
| Increase in noise nuisance | < 10% | 4606 | 2091 |
| | 10 < 20% | 0 | 435 |
| | 20 < 30% | 0 | 4 |
| | 30 < 40% | 0 | 0 |
| | >40% | 0 | 0 |
| No change | 0 | 231 | 560 |
| Decrease in noise nuisance | < 10% | 829 | 2518 |
| | 10 < 20% | 0 | 38 |
| | 20 < 30% | 0 | 20 |
| | 30 < 40% | 0 | 0 |
| | >40% | 0 | 0 |

- 1.1.4. **Table 16-1** shows that, without the Scheme, all dwellings would be subject to changes in noise nuisance of less than 10%, with 829 benefiting, 231 remaining unchanged, and 4606 being adversely affected.
- 1.1.5. That the majority of dwellings would be subject to an increase in noise nuisance is due to the effect of natural traffic growth. That the resulting increases are relatively small (less than 10%) is a product of the fact that in this case, consideration is given to the long-term change

only (i.e. the comparison drawn is DM 2023 vs DM 2038), for which the change in nuisance is calculated by applying **Figure 2.1** of **Appendix 11.2** to the noise level for each scenario and the change is determined by calculating the difference, (which invariably is small unless notable noise level changes arise).

- 1.1.6. With the Scheme, the changes in noise nuisance are split more evenly between increases (2530 dwellings) and decreases (2576 dwellings), with 560 subject to No Change. The increases and decreases also extend over larger ranges, from a 20 to 30 % increase to a 20 to 30 % decrease, although the majority of dwellings remain within the <10% change bands.
- 1.1.7. The range of results is more notable compared to the Do Minimum situation, because this part of the assessment also considers short term noise level changes, for which **Figure 2.1** of **Appendix 11.2** is applied (which is not the case for the Do Minimum analysis). When applying **Figure 2.2**, a noise level change of only 1dB gives rise to a change in noise nuisance of 21%. In this regard a marked difference in the results for the Do Minimum and Do Something scenarios is almost always expected. Over all, an improvement (reduction) in noise nuisance is identified across the scheme.

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