

# M25 junction 10/A3 Wisley interchange

## TR010030

### 6.5 Environmental Statement: Appendix 6.6 Additional operational phase results

Regulation 5(2)(q)  
Planning Act 2008

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



## **Infrastructure Planning**

### **Planning Act 2008**

#### **The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended)**

### **M25 junction 10/A3 Wisley interchange**

#### **The M25 junction 10/A3 Wisley interchange Development Consent Order 202[x ]**

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### **6.5 ENVIRONMENTAL STATEMENT: APPENDIX 6.6 ADDITIONAL OPERATIONAL PHASE RESULTS**

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# **Appendix 6.5 Additional Operation Phase Results**

## 6.1 Additional operational phase results

- 6.1.1 As discussed in the Noise chapter of the Environmental Statement (TR010030/APP/6.3), minor and moderate noise increases were predicted at locations south of the Former Wisley Airfield at Ockham, Bridge End and Martyr's Green, both with and without the Scheme, that were attributed to additional traffic relating to the proposed housing development at the Former Wisley Airfield.
- 6.1.2 Further analysis has been undertaken to understand what noise changes caused sensitive receptors to change impact magnitude bands in the future year with the Scheme, and the actual noise changes attributable to the Scheme relative to the future baseline conditions at this particular location. This is because the predicted long-term noise levels were a comparison against the Do Minimum 2022 traffic scenario, prior to the proposed development at the Former Wisley Airfield becoming occupied. For example, a receptor that was predicted a minor long-term noise increase of 4.8 dB without the Scheme in the future year could be classed as having a moderate impact with the Scheme because the noise levels increased by 0.5 dB, resulting in a change of 5.3 dB relative to the predicted Do Minimum 2022 road traffic noise levels.
- 6.1.3 Table 6.1.1 shows the predicted changes in the road traffic noise levels in the future assessment year (2037) at 156 sensitive receptors located in proximity to the Former Wisley Airfield by comparing the predictions for the Do Minimum 2037 and Do Something 2037 traffic scenarios using the short-term impact magnitude criteria stated in the DMRB. This normalises the effect of the traffic growth associated with the proposed development at the Former Wisley Airfield as the additional traffic is included in both traffic scenarios. The changes are also shown in Figure 6.20 (TR010030/APP/6.4).

**Table 6.1.1: Road traffic noise impacts at properties close to Ockham Lane at Ockham, Bridge End, Martyr's Green and Downside**

Change in noise level, dB		DMRB impact magnitude	Number of dwellings	Number of other sensitive receptors
Increase in noise level, $L_{A10,18h}$	0.1 - 0.9	Negligible	99	4
	1 - 2.9	Minor	11	1
	3 - 4.9	Moderate	0	0
	$\geq 5$	Major	0	0
No change	0	No change	19	5
Decrease in noise level $L_{A10,18h}$	0.1 - 0.9	Negligible	11	0
	1 - 2.9	Minor	6	0
	3 - 4.9	Moderate	0	0
	$\geq 5$	Major	0	0

- 6.1.4 Table 6.1.1 shows that in the future assessment year (2037), 12 minor noise increases would be attributable to the Scheme. The minor noise increases were predicted at Bridge End and Martyr's Green, where the road traffic noise levels at these sensitive receptors were 1-1.5 dB  $L_{A10,18h}$  higher than without the Scheme. It is therefore reasonable to conclude that the long-term moderate noise



increases of 5-10 dB shown in Table 6.16 of the Noise chapter in the Environmental Statement (TR010030/APP/6.3) were not due to the Scheme and instead indicate a cumulative effect.

- 6.1.5 Table 6.1.1 also shows that minor noise decreases were also predicted at 6 properties located at Martyr's Green attributable to the Scheme. The road traffic noise levels at these sensitive receptors were approximately 1-2 dB  $L_{A10,18h}$  lower than without the Scheme. The beneficial changes in road traffic noise levels at these properties is not transparent in Table 6.16 of the Noise chapter in the Environmental Statement) TR010030/APP/6.6) due to traffic growth from the proposed development at the Former Wisley Airfield increasing overall road traffic noise levels from Ockham Lane.

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