

SIX:56 - RESPONSE TO REPRESENTATION FROM DIANE HOSKINSON

DOCUMENT CONTROL			
DOCUMENT TITLE	SIX:56 – RESPONSE TO REPRESENTATION FROM DIANE HOSKINSON	REVISION	R00
DOCUMENT NUMBER	055635-0160-0-ENV-RP-0	ISSUE DATE	10 TH MAY 2023
PROJECT NAME	SIX:56 - WARRINGTON	AUTHOR	DANI FIUMICELLI
STATUS	ISSUE	CHECKED	DF
ISSUED TO	PINS	PASSED	DF

INTRODUCTION

- 1.1. This Project Note is submitted to the inquiry on behalf of Langtree Property LLP in response to a representation by Diane Hoskinson to the called-in planning application for land to the west of junction 20 of the M6 motorway and junction 9 of the M56 motorway and to the south of Grappenhall Lane and Cliff Lane, Grappenhall, Warrington.

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- 1.2. The Diane Hoskinson representation comments on traffic noise and states that the assessment is based on the “average” noise level and peaks in noise are ignored. This is incorrect.
- 1.3. In line with the advice of the Highways England DMRB and long established good practice the study uses the LA10,T noise metric to assess traffic noise. This is a statistical metric that represents the noise level exceeded for 10% of the assessment period T and is equivalent to the 90th percentile i.e. it is substantially closer to the “peak” noise level than it is to the “average”.
- 1.4. The LA10,T isn’t the very highest peak noise level in the period T, as that would only represent the single noisiest vehicle pass-by during that period and ignore the many other vehicle pass-bys that would each generate a different but often only slightly lower peak noise level. Instead, it represents a sufficient number of the noisiest vehicle pass-bys in the period T that the cumulative impact can become important.
- 1.5. The LA10,T metric has been found to correlate well with the human response to traffic noise. Methods to model and predict the LA10,T of road traffic noise have been in place for many decades, and have recently been re-evaluated and updated by Highways England to reflect

changes since the method was introduced, and current vehicle design and construction, and modern road design and surfaces.

- 1.6. The representation goes on to point out that there are several Noise Action Important Areas (IAs) on the M6 motorway north and south of the dumb bell roundabout and on the M56 motorway east and west of the same roundabout. This is common for motorways e.g. there are around 57,000 IAs for the major roads outside agglomerations in England¹.
- 1.7. IAs for roads and railways are based upon the strategic noise mapping results and have been produced in line with the requirements set out in the noise action plans, using the same calculation process as used in the ES and addendums for this scheme.
- 1.8. The IAs highlight “hotspot” locations where the highest 1% of road traffic noise levels at residential locations across England can be found.
- 1.9. In accordance with the noise action plans, the IAs provide a framework for further investigation of locations on a priority basis i.e. areas affected by the highest noise levels.
- 1.10. It should be noted that the focus of noise maps is for the strategic management of environmental noise, based upon the ranking of how noisy it is on a notional annual average day at each location. They should not be seen as representing what may be measured directly at any location within the map i.e. they allow comparison of the relative noisiness of different areas, rather than provide precise estimates of the noise level at specific locations.
- 1.11. The ES and addendums for the scheme have considered the impact of the proposed scheme on road traffic noise in terms of the opening and a future design year using criteria derived from the advice of the Highways England DMRB and long-established good practice. Consequently, the effect of the scheme on road traffic noise in the IAs has been rated as negligible.

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ⁱ Defra - Noise Action Plan: Roads Environmental Noise (England) Regulations 2006 2 July 2019



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