

Adran yr Economi a'r Seilwaith
Department for Economy and Infrastructure



Llywodraeth Cymru
Welsh Government

This document is an update to the ‘Proof of Evidence – Noise and Vibration’ document WG 1.14.1. It contains an update due to the change in proposed opening year as a result of the prolonged PLI and a general update on the works to address the allegation of serious detriment upon Newport Docks by Associated British Ports (ABP).

Scheme Evidence Update

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Welsh Government, Noise and Vibration

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Contents

1.	Author	1
2.	Scope and Purpose of this Scheme Evidence Update	2
3.	Scheme Evidence Update	3
4.	Summary	4

1. AUTHOR

- 1.1 I am Philip Evans, a Senior Director in noise, vibration and acoustics at RPS Planning and Environment, a multi-disciplinary planning and environmental consultancy. My experience is described in my main Proof of Evidence.
- 1.2 On behalf of the Welsh Government, I am the author of the Noise and Vibration evidence for the local planning inquiry into the M4 Corridor around Newport Scheme – the Published Scheme.
- 1.3 The evidence which I provide in this proof of evidence is given in accordance with the guidance of my professional institution, and I confirm that the opinions expressed are my true and professional opinions. My professional qualifications are set out in my main Proof of Evidence (WG 1.14.1) and are not repeated here.

2. SCOPE AND PURPOSE OF THIS SCHEME EVIDENCE UPDATE

- 2.1. As outlined in the Scheme Evidence Update of Mr Matthew Jones (WG 1.1.8), due to the delayed start to and prolonged duration of the Public Local Inquiry coupled with the works required within Newport Docks, the date of when the new section of motorway would be open to traffic is now intended to be December 2023.
- 2.2. This Scheme Evidence Update provides an update to my previous evidence arising from the change in the opening year from 2022 to 2024.

3. SCHEME EVIDENCE UPDATE

- 3.1 Mr Bryan Whittaker has indicated in his Scheme Evidence Update (WG 1.2.8) that the net effect of the change in opening years from 2022 to 2024 is a 1.7% growth in flows observed at the opening year and all future years.
- 3.2 With regards to noise, this would correspond to an increase in absolute noise levels of just less than 0.1 dB; this is considered to be a negligible amount.
- 3.3 This is calculated by: $10 \times \log(1+0.017) = +0.073$ dB
- 3.4 Furthermore, as the increase occurs uniformly across the different scenarios considered, the noise changes between scenarios would remain unchanged (i.e. not even the 0.1 dB change identified above).
- 3.5 The noise assessments within the ES and my Main Proof of Evidence were based on both absolute noise levels and noise-changes between scenarios.
- 3.6 It is therefore considered that the change to an opening year of 2024 from an opening year of 2022 and future year of 2039 from 2037 would not result in any significant change to the previously reported noise assessments.

4. SUMMARY

- 4.1 I have quantitatively assessed the predicted change in traffic noise levels arising from the change to the opening and future years for the Scheme. This is for the change to the opening year from 2022 to 2024 and future year from 2037 to 2039 and the modest growth in traffic over that two year period. This growth would not result in any significant change to the noise assessments previously reported.