

# APPENDIX C

## Environmental impacts

The information contained within this appendix is intended to provide guidance for the appraisal of environmental impacts related to Transport Assessments.

Environmental consideration	Potential impact	Reference document	Document summary
Noise	Impact of noise at new residential dwellings near existing noise sources	PPG 24:1994 – <i>Planning and Noise</i> Web link: <a href="http://www.communities.gov.uk/">http://www.communities.gov.uk/</a>	This guidance identifies Noise Exposure Category (NEC) levels for new dwellings for both day and night, for road traffic, rail traffic & air traffic.
	Increase in road traffic noise	The Noise Insulation Regulations (amended) 1988 (under the Land Compensation Act 1973) Available from The Stationery Office <a href="http://www.tsoshop.co.uk">http://www.tsoshop.co.uk</a>	This regulation identifies the provision for the noise insulation of house where road traffic noise from a new or significantly altered road exceeds 68 LA10,18 hr, predicted or measured 1m from an eligible facade.
	Increase in road traffic noise	<i>Design Manual for Roads and Bridges</i> (DMRB) – Volume 11 Web link: <a href="http://www.highways.gov.uk">http://www.highways.gov.uk</a>	Basic estimation tool for a preliminary assessment of potential nuisance from traffic noise.
	Increase in road traffic noise	<i>Calculation of Road Traffic Noise</i> (CRTN) Available from The Stationery Office <a href="http://www.tsoshop.co.uk">http://www.tsoshop.co.uk</a>	Assessment methodology for the evaluation of the changes in road traffic noise for a scheme opening year and the worst year in the first fifteen years after opening.
Climate change	Increase in greenhouse gas emissions	Transport Analysis Guidance (TAG) - Unit 3.3.5 Web link: <a href="http://www.webtag.org.uk">http://www.webtag.org.uk</a>	Basic assessment methodology for carbon emissions based on observed and projected vehicle count.
Air quality	Increase in air pollution	<i>Air Quality Strategy for England, Scotland, Wales and Northern Ireland</i> Web link: <a href="http://www.defra.gov.uk/environment/airquality/strategy/">http://www.defra.gov.uk/environment/airquality/strategy/</a>	The objectives adopted in the UK are part of the Air Quality Strategy published by the Government  Objectives for air pollution are concentrations over a given time period that are considered to be acceptable in the light of what is known about the effects of each pollutant on health and on the environment. They are used as a benchmark to determine if air pollution is getting better or worse.
	Increase in air pollution	<i>Design Manual for Roads and Bridges</i> (DMRB) – Volume 11 Web link: <a href="http://www.highways.gov.uk">http://www.highways.gov.uk</a>	Assessment methodology for the evaluation of the affect of vehicle (exhaust) emissions on air pollution (adverse or beneficial).

Environmental consideration	Potential impact	Reference document	Document summary
Water	Pollution.	A number of pollution guidance documents are available on from the Environment Agency (EA)  Web link: <a href="http://www.environment-agency.gov.uk/">http://www.environment-agency.gov.uk/</a>	The EA and adoption authorities provide specific guidance for the control of pollution from highway spills.  Developer must consult EA and seek early guidance on control of pollution from Brownfield development.
	Flood risk	Planning Policy Statement (PPS) 25  Web link: <a href="http://www.communities.gov.uk">http://www.communities.gov.uk</a>	This is required to ensure that the development and/or highway works will not suffer from flooding from watercourses or increase flood risk downstream by adding additional flows.
<p><b>Other environmental considerations include:</b></p> <ul style="list-style-type: none"> <li>• Biodiversity/ecological</li> <li>• Heritage</li> <li>• Archaeology</li> </ul>			

**NOTE:** Connections to highway drainage

- (i) There is a long-standing policy against permitting connections to adopted highway surface water drainage networks from anything other than adoptable highway drainage.
- (ii) This is to prevent situations whereby pollutants from private networks such as surface water from a development site are allowed to contaminate a highway drainage system.
- (iii) Therefore, in most circumstances, no connections into public highway drainage from drainage network other than adoptable highway drainage will be permitted.