

reasonably practical the noise impacts of construction. It is recommended that the noise management plan should contain the following:

- Consultation with Flintshire County Council;
- Proposed hours of work;
- Maximum permitted noise levels at sensitive receptors'
- Methods of noise control, such as restriction of piling and other potentially noise-generating activities to daytime only and scheduling of construction activities in order to minimise noise. In addition, the use of less noise methods of construction and equipment should also be considered, especially in relation to potential piling activities on site;
- Noise monitoring programme for long term construction;
- Community relations;
- Response procedure for complaints.

11.4.4 The noise and vibration management plan should be assessed as part of the tender evaluation process.

## 11.4 Conclusions

11.4.1 The proposed upgrading of the Broughton Interchange would not generate any new traffic, but may lead to re-assignment of current vehicular movements.

11.4.2 Both the Institute of Environmental Assessment and Welsh Assembly Government provide guidance on the thresholds of traffic increases which necessitate more detailed assessment. An evaluation of the changes in traffic flows that would result from the scheme, has been undertaken and it has been determined that none of the thresholds have been breached. Consequently, any changes in noise (as could theoretically be experienced by sensitive receptors) would be indiscernible.

11.4.3 There would be decreases in traffic flows of around 28.3% (in the study year) on the A5104 Main Road through Broughton, the most sensitive road link that would be affected. This would lead to a decrease in road traffic noise, although this would not be discernible. The only other noise sensitive road link that would be subject to

material change in flows would be the A55(T) between Broughton and Warren Bank Interchanges. This would experience an increase in flows of around 21.8%, (in the study year), but this would not result in any discernible increase in noise.

- 11.4.4 The proposed junction is relatively remote from property. Consequently, construction noise, which would be temporary, is predicted not to cause any significant adverse effect. A range of mitigation measures would be adopted in order to ensure no material disturbance could occur.