

APPENDIX 15.5 – CONSTRUCTION TRAFFIC DATA AND ASSESSMENT

Loddon Garden Village

1 INTRODUCTION

- 1.1.1 This Construction Traffic Data and Assessment Appendix presents the source data, methodology and results of the construction traffic noise assessment undertaken for the Loddon Garden Village (henceforth referred to as the Proposed Development).
- 1.1.2 The construction traffic movements associated with the Proposed Development have the potential to cause an adverse noise effect on the existing noise sensitive receptors surrounding the site and future noise sensitive receptors within the site. Any effect is likely to be highest for those receptors which are located along the site access roads, or those directly adjacent to the main roads surrounding the Proposed Development.
- 1.1.3 The information from this Appendix informs the assessment of the likely significant effects of changes to the local acoustic environment as a result of construction traffic linked to the Proposed Development.

2 METHODOLOGY

- 2.1.1 The assessment of construction road traffic noise has been undertaken in accordance with CRTN, and using the impact magnitude criteria set out in Table 2-1. The assessment relies upon the predicted traffic data which has been provided by Abley Letchford via email on 2nd September 2025. The data has been provided as an 18hr AAWT with HGV % and road speeds and a relevant subset is summarised in Annex A.
- 2.1.2 These terms are calculated as follows:
- 2033 opening. For the noise assessment, this existing baseline traffic conditions in 2033. Referred to as Baseline Traffic Flow 2028 + UoR Development.
 - 2033 opening plus construction. For the noise assessment, this represents peak construction traffic in 2033. Referred to as Reference H - Baseline Traffic Flow 2028 + UoR Development + Construction Traffic Flows.
- 2.1.3 Magnitude of impact has been assessed in line with the guidance provided in DMRB LA111, summarised in Table 2-1.

Table 2-1 Magnitude of Impact – Operational Traffic

Magnitude	Change in Noise Level (short-term)
High	> 5 dB
Medium	3.0 – 4.9 dB
Low	1.0 – 2.9 dB
Negligible	0.1 – 0.9 dB

Results

2.1.4 The results of the construction road noise assessment are presented in Table 2-2.

Table 2-2 Change in Traffic Noise due Construction Traffic Noise (Freefield Levels)

Link	WSTM Reference	Reference H - Baseline Traffic Flow 2028 + UoR Development			Reference H - Baseline Traffic Flow 2028 + UoR Development + Construction Traffic Flows			Change in BNL of Closest Public Road used for Construction Traffic (dB)	Impact
		Total Vehicles (AADT)	HGVs (AADT)	BNL+C, dB(A)	Total Vehicles (AADT)	HGVs (AADT)	BNL+C, dB(A)		
1	103	47872	2464	78.7	47891	2469	78.7	0.0	No change
2	105	48856	1856	78.3	48875	1861	78.3	0.0	No change
3	262	17403	150	67.5	17403	150	67.5	0.0	No change
4	264	10500	112	65.7	10500	112	65.7	0.0	No change
5	268	10585	146	65.9	10585	146	65.9	0.0	No change
6	269	17428	217	67.4	17428	217	67.4	0.0	No change
7	310	17829	197	70.7	17906	216	70.7	0.0	No change
8	447	3935	26	61.7	3935	26	61.7	0.0	No change
9	460	8336	125	68.3	8336	125	68.3	0.0	No change
10	461	4042	16	61.9	4042	16	61.9	0.0	No change
11	10425	9531	6	66.1	9531	6	66.1	0.0	No change
13	10774	16676	424	69.3	16830	463	69.4	0.1	Negligible Adverse
17	10787	12243	141	69.4	12243	141	69.4	0.0	No change
25	12107	3327	61	62.1	3327	61	62.1	0.0	No change
26	12108	3327	61	62.1	3327	61	62.1	0.0	No change
27	12109	2829	57	62.8	2829	57	62.8	0.0	No change

2.1.5 The increase on all links was less than 1 dB, with all but one predicted to experience no change in road traffic noise level.



Annex A – Traffic Data

Table 2-3 Collated Construction Traffic Data

Link ID	WSTM LINK ID	24Hr AADT (2-Way Vehs)	18Hr AAWT (2-Way Vehs)	HGV (%)	Number of HGVs
1	103	18	19	25%	5
2	105	18	19	25%	5
3	262	0	0	0%	0
4	264	0	0	0%	0
5	268	0	0	0%	0
6	269	0	0	0%	0
7	310	72	77	25%	20
8	447	0	0	0%	0
9	460	0	0	0%	0
10	461	0	0	0%	0
11	10425	0	0	0%	0
12	10772	0	0	0%	0
13	10774	145	154	25%	39
14	10775	0	0	0%	0
15	10775	0	0	0%	0
16	10781	0	0	0%	0
17	10787	0	0	0%	0
18	10788	0	0	0%	0
19	10789	0	0	0%	0
20	11671	145	154	25%	39
21	11676	0	0	0%	0
22	11851	0	0	0%	0
23	12105	0	0	0%	0
24	12106	0	0	0%	0

25	12107	0	0	0%	0
26	12108	0	0	0%	0
27	12109	0	0	0%	0
28	12110	0	0	0%	0
29	12111	0	0	0%	0
30	12112	0	0	0%	0
31	12113	0	0	0%	0