

Appendix 15.4

Traffic Data and Assessment

Newlands Farm



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1 INTRODUCTION

- 1.1.1 This Traffic Data and Assessment Appendix presents the source data, methodology and results of the operational traffic noise assessment undertaken for the Newlands Farm Project (henceforth referred to as the Proposed Development).
- 1.1.2 The road 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 road traffic linked to the Proposed Development.

2 METHODOLOGY

2.1.1 The assessment of development led 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 i-Transport via email on 28th August 2025. The data has been provided as an 18hr AAWT with HGV %, and road speeds and is reproduced in Annex A.

2.1.2 These terms are calculated as follows:

- Short term: Do Minimum Opening Year (DMOY) compared against Do Something Opening Year (DSOY); and
- Long-term: DMOY compared against Do Something Future Year (DSFY)

2.1.3 In the context of this assessment, the following years have been selected from the provided traffic data:

- Opening Year: 2028
- Future Year: 2040

2.1.4 Magnitude of impact has been assessed in line with the guidance provided in DMRB LA111, summarised in Table 2.1 and Table 2.2.

Table 2.1 Magnitude of Impact – Operational Traffic

Magnitude	Change in Noise Level	
	Short-term	Long-term
High	> 5 dB	> 10 dB
Medium	3.0 – 4.9 dB	5.0 – 9.9 dB
Low	1.0 – 2.9 dB	3.0 – 4.9 dB
Negligible	0.1 – 0.9 dB	0.1 – 2.9 dB

Table 2.2 Traffic Noise LOAEL and SOAEL

Time Period	SOAEL	LOAEL
Daytime	68 dB L _{A10,18h} (façade)	55 dB L _{A10,18h} (façade)
	63 dB L _{Aeq,16h} (free-field)	50 dB L _{Aeq,16h} (free-field)
Night	55 dB L _{night,outside} (free-field)	40 dB L _{night,outside} (free-field)

Results

2.1.5 The results of the daytime assessment are presented in Table 2.3.

Table 2.3 Daytime change in Traffic Noise (Freefield Levels)

Link Ref	Name	BNL L _{A10,18h}			Short Term Impact			Long Term Impact		
		DMOY	DSOY	DSFY	Level	Change dB	Magnitude	LOAEL/SOAEL	Change dB	Magnitude
1	B3270	72.9	72.9	73.2	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.3	Negligible Adverse
2	Shinfield Road	67.2	67.2	67.6	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.4	Negligible Adverse
3	Lower Earley Way	75.4	75.5	75.8	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	0.4	Negligible Adverse
4	Hollow Lane	64.2	64.2	64.9	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.7	Negligible Adverse
5	B3349	64.6	64.6	65.2	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.6	Negligible Adverse
6	Arborfield Road	66.3	66.3	67.1	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.8	Negligible Adverse
7	Shinfield Eastern Relief Road	70.5	70.6	71.6	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	1.1	Negligible Adverse
8	A327	73.4	73.5	74.0	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	0.6	Negligible Adverse
9	Observer Way	72.0	72.0	72.7	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.7	Negligible Adverse
10	Reading Road	62.5	62.7	62.7	Between LOAEL and SOAEL	0.2	Negligible Adverse	Between LOAEL and SOAEL	0.2	Negligible Adverse
11	Church Lane	62.2	62.3	63.1	Between LOAEL and SOAEL	0.1	Negligible Adverse	Between LOAEL and SOAEL	0.9	Negligible Adverse
12	Swallowfield Road	61.5	61.5	61.6	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.1	Negligible Adverse
13	Eversley Road	60.8	61.1	61.4	Between LOAEL and SOAEL	0.3	Negligible Adverse	Between LOAEL and SOAEL	0.6	Negligible Adverse
14	School Road	27.3	27.3	27.9	Below LOAEL	0.0	Negligible Adverse	Below LOAEL	0.6	Negligible Adverse

Link Ref	Name	BNL $L_{A10,18h}$			Short Term Impact			Long Term Impact		
		DMOY	DSOY	DSFY	Level	Change dB	Magnitude	LOAEL/SOAEL	Change dB	Magnitude
15	Sindlesham Road	68.4	68.6	68.8	Above SOAEL	0.2	Negligible Adverse	Above SOAEL	0.4	Negligible Adverse
16	Mole Road	70.0	70.2	70.7	Above SOAEL	0.2	Negligible Adverse	Above SOAEL	0.7	Negligible Adverse
17	Mill Lane	66.7	66.7	67.1	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.4	Negligible Adverse
18	King Street Lane (South)	68.3	68.4	68.9	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	0.6	Negligible Adverse
19	King Street Lane (North)	64.9	65.0	65.3	Between LOAEL and SOAEL	0.1	Negligible Adverse	Between LOAEL and SOAEL	0.4	Negligible Adverse
20	Longdon Road	67.7	67.7	68.4	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.7	Negligible Adverse
21	Hatch Farm Way	67.5	67.5	68.1	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.6	Negligible Adverse

2.1.6 The results of the night-time assessment are presented in Table 2.4.

Table 2.4 Night-time change in Traffic Noise (Freefield levels)

Link Ref	Name	BNL L_{night}			Short Term Impact			Long Term Impact		
		DMOY	DSOY	DSFY	Level	Change dB	Magnitude	LOAEL/SOAEL	Change dB	Magnitude
1	B3270	61.8	61.8	62.1	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.3	Negligible Adverse
2	Shinfield Road	56.7	56.7	57.1	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.4	Negligible Adverse
3	Lower Earley Way	64.1	64.2	64.5	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	0.4	Negligible Adverse
4	Hollow Lane	54.0	54.0	54.6	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.6	Negligible Adverse
5	B3349	54.4	54.4	54.9	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.5	Negligible Adverse
6	Arborfield Road	55.9	55.9	56.6	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.7	Negligible Adverse

Link Ref	Name	BNL L _{night}			Short Term Impact			Long Term Impact		
		DMOY	DSOY	DSFY	Level	Change dB	Magnitude	LOAEL/SOAEL	Change dB	Magnitude
7	Shinfield Eastern Relief Road	59.7	59.8	60.7	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	1.0	Negligible Adverse
8	A327	62.3	62.4	62.8	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	0.5	Negligible Adverse
9	Observer Way	61.0	61.0	61.7	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.6	Negligible Adverse
10	Reading Road	52.5	52.7	52.7	Between LOAEL and SOAEL	0.2	Negligible Adverse	Between LOAEL and SOAEL	0.2	Negligible Adverse
11	Church Lane	52.2	52.3	53.0	Between LOAEL and SOAEL	0.1	Negligible Adverse	Between LOAEL and SOAEL	0.8	Negligible Adverse
12	Swallowfield Road	51.6	51.6	51.7	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.1	Negligible Adverse
13	Eversley Road	51.0	51.2	51.5	Between LOAEL and SOAEL	0.3	Negligible Adverse	Between LOAEL and SOAEL	0.5	Negligible Adverse
14	School Road	20.8	20.8	21.3	Below LOAEL	0.0	Negligible Adverse	Below LOAEL	0.5	Negligible Adverse
15	Sindlesham Road	57.8	58.0	58.2	Above SOAEL	0.2	Negligible Adverse	Above SOAEL	0.4	Negligible Adverse
16	Mole Road	59.2	59.4	59.9	Above SOAEL	0.2	Negligible Adverse	Above SOAEL	0.6	Negligible Adverse
17	Mill Lane	56.3	56.3	56.6	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.4	Negligible Adverse
18	King Street Lane (South)	57.7	57.8	58.2	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	0.5	Negligible Adverse
19	King Street Lane (North)	54.6	54.7	55.0	Between LOAEL and SOAEL	0.1	Negligible Adverse	Between LOAEL and SOAEL	0.4	Negligible Adverse
20	Longdon Road	57.2	57.2	57.8	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.6	Negligible Adverse
21	Hatch Farm Way	57.0	57.0	57.5	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	0.5	Negligible Adverse

2.1.7 The short-term increase on all links was less than 1 dB.

2.1.8 The long-term increase on all links was less than 3 dB.

Cumulative Results

2.1.9 The results of the daytime assessment taking into consideration the wider Loddon Garden Village scheme are presented in Table 2.5.

Table 2.5 Cumulative Daytime change in Traffic Noise (Freefield Levels)

Link Ref	Name	BNL L _{A10,18h}			Short Term Impact			Long Term Impact		
		DMOY	DSOY	DSFY	Level	Change dB	Magnitude	LOAEL/SOAEL	Change dB	Magnitude
1	B3270	72.9	73.1	73.9	Above SOAEL	0.2	Negligible Adverse	Above SOAEL	1.0	Negligible Adverse
2	Shinfield Road	67.2	67.4	68.1	Above SOAEL	0.2	Negligible Adverse	Above SOAEL	0.9	Negligible Adverse
3	Lower Earley Way	75.4	75.4	75.1	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	-0.3	Negligible Beneficial
4	Hollow Lane	64.2	64.6	65.0	Between LOAEL and SOAEL	0.4	Negligible Adverse	Between LOAEL and SOAEL	0.8	Negligible Adverse
5	B3349	64.6	64.9	66.2	Between LOAEL and SOAEL	0.3	Negligible Adverse	Above SOAEL	1.6	Negligible Adverse
6	Arborfield Road	66.3	67.0	68.5	Above SOAEL	0.7	Negligible Adverse	Above SOAEL	2.2	Negligible Adverse
7	Shinfield Eastern Relief Road	70.5	70.6	71.6	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	1.1	Negligible Adverse
8	A327	73.4	74.3	74.8	Above SOAEL	0.9	Negligible Adverse	Above SOAEL	1.4	Negligible Adverse
9	Observer Way	72.0	71.8	72.7	Above SOAEL	-0.2	Negligible Beneficial	Above SOAEL	0.7	Negligible Adverse
10	Reading Road	62.5	62.6	62.6	Between LOAEL and SOAEL	0.1	Negligible Adverse	Between LOAEL and SOAEL	0.1	Negligible Adverse
11	Church Lane	62.2	62.9	62.6	Between LOAEL and SOAEL	0.7	Negligible Adverse	Between LOAEL and SOAEL	0.4	Negligible Adverse
12	Swallowfield Road	61.5	61.6	61.6	Between LOAEL and SOAEL	0.1	Negligible Adverse	Between LOAEL and SOAEL	0.1	Negligible Adverse
13	Eversley Road	60.8	60.8	60.9	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.1	Negligible Adverse
14	School Road	27.3	27.7	28.4	Below LOAEL	0.4	Negligible Adverse	Below LOAEL	1.1	Negligible Adverse

Link Ref	Name	BNL $L_{A10,18h}$			Short Term Impact			Long Term Impact		
		DMOY	DSOY	DSFY	Level	Change dB	Magnitude	LOAEL/SOAEL	Change dB	Magnitude
15	Sindlesham Road	68.4	68.7	69.1	Above SOAEL	0.3	Negligible Adverse	Above SOAEL	0.7	Negligible Adverse
16	Mole Road	70.0	69.6	70.8	Above SOAEL	-0.4	Negligible Beneficial	Above SOAEL	0.8	Negligible Adverse
17	Mill Lane	66.7	65.8	66.7	Above SOAEL	-0.9	Negligible Beneficial	Above SOAEL	0.0	Negligible Adverse
18	King Street Lane (South)	68.3	68.5	68.6	Above SOAEL	0.2	Negligible Adverse	Above SOAEL	0.3	Negligible Adverse
19	King Street Lane (North)	64.9	65.2	65.3	Between LOAEL and SOAEL	0.3	Negligible Adverse	Between LOAEL and SOAEL	0.4	Negligible Adverse
20	Longdon Road	67.7	67.5	68.4	Above SOAEL	-0.2	Negligible Beneficial	Above SOAEL	0.7	Negligible Adverse
21	Hatch Farm Way	67.5	66.1	67.5	Above SOAEL	-1.4	Low Beneficial	Above SOAEL	0.0	Negligible Adverse

2.1.10 The results of the night-time assessment are presented in Table 2.6.

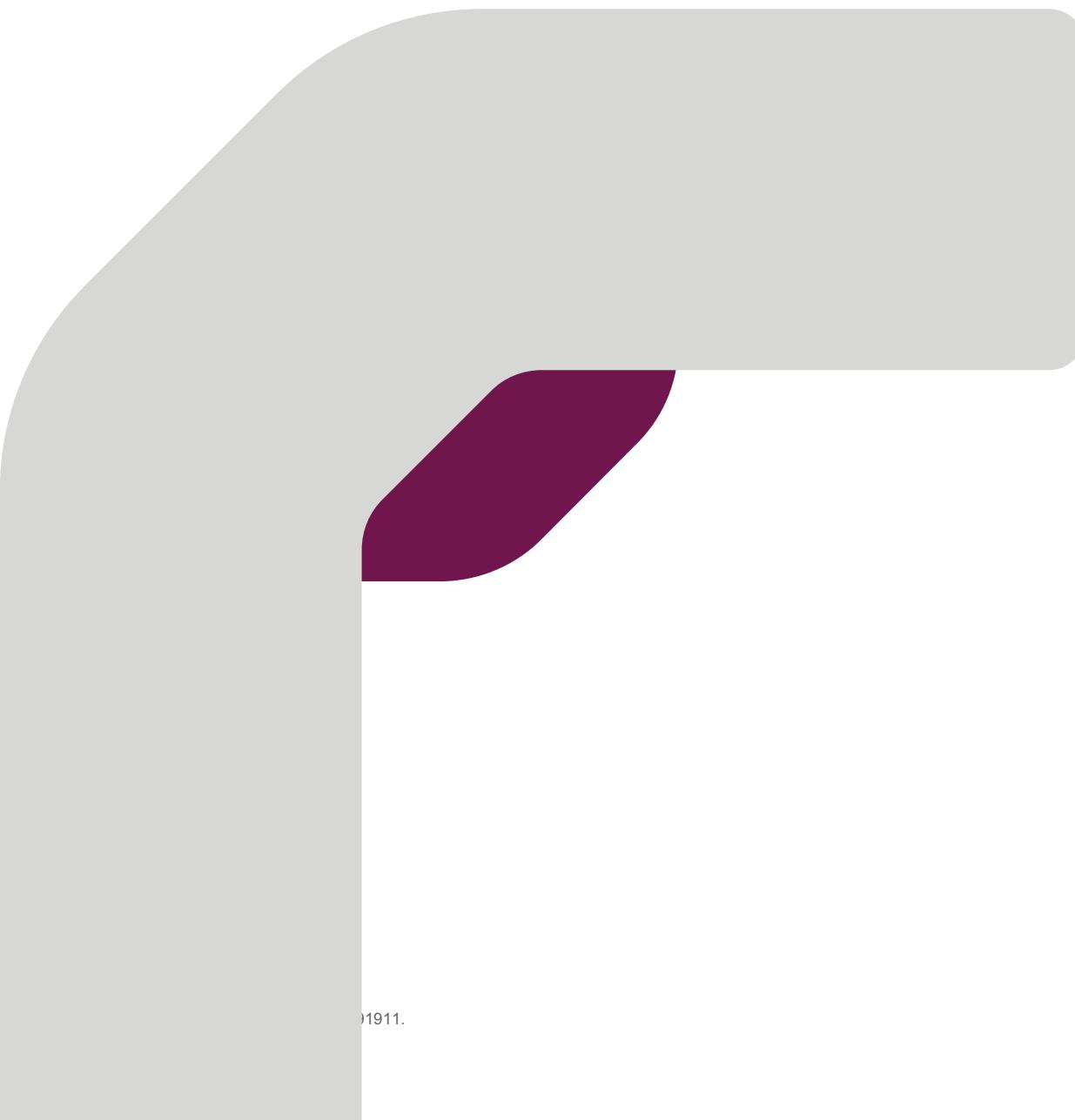
Table 2.6 Cumulative Night-time change in Traffic Noise (Freefield levels)

Link Ref	Name	BNL L_{night}			Short Term Impact			Long Term Impact		
		DMOY	DSOY	DSFY	Level	Change dB	Magnitude	LOAEL/SOAEL	Change dB	Magnitude
1	B3270	61.8	62.0	62.7	Above SOAEL	0.2	Negligible Adverse	Above SOAEL	0.9	Negligible Adverse
2	Shinfield Road	56.7	56.9	57.5	Above SOAEL	0.2	Negligible Adverse	Above SOAEL	0.8	Negligible Adverse
3	Lower Earley Way	64.1	64.1	63.8	Above SOAEL	0.0	Negligible Adverse	Above SOAEL	-0.3	Negligible Beneficial
4	Hollow Lane	54.0	54.4	54.7	Between LOAEL and SOAEL	0.4	Negligible Adverse	Between LOAEL and SOAEL	0.7	Negligible Adverse
5	B3349	54.4	54.6	55.8	Between LOAEL and SOAEL	0.3	Negligible Adverse	Above SOAEL	1.4	Negligible Adverse
6	Arborfield Road	55.9	56.5	57.9	Above SOAEL	0.6	Negligible Adverse	Above SOAEL	2.0	Negligible Adverse

Link Ref	Name	BNL L _{night}			Short Term Impact			Long Term Impact		
		DMOY	DSOY	DSFY	Level	Change dB	Magnitude	LOAEL/SOAEL	Change dB	Magnitude
7	Shinfield Eastern Relief Road	59.7	59.8	60.7	Above SOAEL	0.1	Negligible Adverse	Above SOAEL	1.0	Negligible Adverse
8	A327	62.3	63.1	63.6	Above SOAEL	0.8	Negligible Adverse	Above SOAEL	1.3	Negligible Adverse
9	Observer Way	61.0	60.9	61.7	Above SOAEL	-0.2	Negligible Beneficial	Above SOAEL	0.6	Negligible Adverse
10	Reading Road	52.5	52.6	52.6	Between LOAEL and SOAEL	0.1	Negligible Adverse	Between LOAEL and SOAEL	0.1	Negligible Adverse
11	Church Lane	52.2	52.8	52.6	Between LOAEL and SOAEL	0.6	Negligible Adverse	Between LOAEL and SOAEL	0.4	Negligible Adverse
12	Swallowfield Road	51.6	51.7	51.7	Between LOAEL and SOAEL	0.1	Negligible Adverse	Between LOAEL and SOAEL	0.1	Negligible Adverse
13	Eversley Road	51.0	51.0	51.0	Between LOAEL and SOAEL	0.0	Negligible Adverse	Between LOAEL and SOAEL	0.1	Negligible Adverse
14	School Road	20.8	21.2	21.8	Below LOAEL	0.4	Negligible Adverse	Below LOAEL	1.0	Negligible Adverse
15	Sindlesham Road	57.8	58.1	58.4	Above SOAEL	0.3	Negligible Adverse	Above SOAEL	0.6	Negligible Adverse
16	Mole Road	59.2	58.9	60.0	Above SOAEL	-0.4	Negligible Beneficial	Above SOAEL	0.7	Negligible Adverse
17	Mill Lane	56.3	55.5	56.3	Above SOAEL	-0.8	Negligible Beneficial	Above SOAEL	0.0	Negligible Adverse
18	King Street Lane (South)	57.7	57.9	58.0	Above SOAEL	0.2	Negligible Adverse	Above SOAEL	0.3	Negligible Adverse
19	King Street Lane (North)	54.6	54.9	55.0	Between LOAEL and SOAEL	0.3	Negligible Adverse	Between LOAEL and SOAEL	0.4	Negligible Adverse
20	Longdon Road	57.2	57.0	57.8	Above SOAEL	-0.2	Negligible Beneficial	Above SOAEL	0.6	Negligible Adverse
21	Hatch Farm Way	57.0	55.7	57.0	Above SOAEL	-1.3	Low Beneficial	Above SOAEL	0.0	Negligible Adverse

2.1.11 The short-term cumulative increase on all links was less than 1 dB. Several links benefited from a very small short-term reduction in transport noise level.

2.1.12 The long-term cumulative increase on all links was less than 3 dB. One link (Ref. 3 – Lower Earley Way) benefited from a very small long-term reduction in transport noise level.



Annex A – Traffic Data

TRAFFIC DATA		WSTM ID	Scenario A		Scenario B		Scenario C		Scenario D		Scenario E		
Link Ref	Link Name		2023 Baseline		2024 Baseline		2025 Baseline		2026 Baseline		2032 Future Year Base		
			Total	HDV %	Total	HDV %							
1	B3270	560	28448	1.3%	27035	1.3%	29102	1.3%	29429	1.3%	31391	1.3%	
2	Shinfield Road	540	12738	1.6%	12907	1.6%	13076	1.6%	13245	1.6%	14259	1.6%	
3	Lower Earley Way	352	25175	0.6%	25483	0.6%	25792	0.6%	26100	0.6%	27950	0.6%	
4	Hollow Lane	456	6539	0.2%	6714	0.2%	6889	0.2%	7065	0.2%	8117	0.2%	
5	B3349	444	6649	0.5%	6791	0.5%	6933	0.5%	7074	0.5%	7926	0.5%	
6	Arborfield Road	10772	5500	0.5%	5654	0.5%	5808	0.5%	5962	0.5%	6887	0.5%	
7	Shinfield Eastern Relief Road	11739	8151	2.8%	8515	2.8%	8879	2.8%	9243	2.8%	11429	2.8%	
8	A327	10774	15149	2.3%	15409	2.3%	15669	2.3%	15929	2.3%	17491	2.3%	
9	Observer Way	11677	13006	2.8%	13332	2.8%	13659	2.8%	13986	2.8%	15946	2.8%	
10	Reading Road	10798	713	0.3%	725	0.3%	737	0.3%	749	0.3%	819	0.3%	
11	Church Lane	461	3344	0.4%	3452	0.4%	3560	0.4%	3668	0.4%	4316	0.4%	
12	Swallowfield Road	1784	2274	2.7%	2312	2.7%	2350	2.7%	2388	2.7%	2617	2.7%	
13	Eversley Road	11828	3962	0.9%	3996	0.9%	4029	0.9%	4063	0.9%	4265	0.9%	
14	School Road	1613	224	0.4%	229	0.4%	233	0.4%	238	0.4%	264	0.4%	
15	Sindlesham Road	460	7978	1.5%	8050	1.5%	8121	1.5%	8193	1.5%	8622	1.5%	
16	Mole Road	462	11086	1.2%	11262	1.2%	11438	1.2%	11614	1.2%	12670	1.2%	
17	Mill Lane	263	10716	1.7%	10868	1.7%	11021	1.7%	11174	1.7%	12091	1.7%	
18	King Street Lane (South)	269	15971	1.3%	16251	1.3%	16531	1.3%	16812	1.3%	18494	1.3%	
19	King Street Lane (North)	296	7840	1.0%	7918	1.0%	7995	1.0%	8073	1.0%	8538	1.0%	
20	Longdon Road	11677	13006	2.0%	13332	2.0%	13659	2.0%	13986	2.0%	15946	2.0%	
21	Hatch Farm Way	11679	12817	2.2%	13092	2.2%	13367	2.2%	13642	2.2%	15295	2.2%	

		Scenario F		Scenario G		Scenario H		Scenario I		Scenario J		
		2040 Future Year Base		2032 with Gleeson Development		2032 with Gleeson + LGV		2040 with Gleeson Development		2040 with Gleeson + LGV		
Link Ref	Link Name	WSTM ID	Total	HDV %	Total	HDV %	Total	HDV %	Total	HDV %	Total	HDV %
1	B3270	560	34006	1.3%	31577	1%	32779	1.3%	34168	1%	40127	1.3%
2	Shinfield Road	540	15611	1.6%	14275	2%	15091	1.6%	15633	2%	17453	1.6%
3	Lower Earley Way	352	30416	0.6%	28109	1%	27508	0.6%	30517	1%	25816	0.6%
4	Hollow Lane	456	9520	0.2%	8160	0%	8897	0.2%	9577	0%	9875	0.2%
5	B3349	444	9060	0.5%	7956	0%	8531	0.5%	9099	0%	11457	0.5%
6	Arborfield Road	10772	8119	0.5%	6989	0%	8179	0.5%	8255	0%	11397	0.5%
7	Shinfield Eastern Relief Road	11739	14342	2.8%	11705	3%	11443	2.8%	14548	3%	14517	2.8%
8	A327	10774	19573	2.3%	17869	3%	21756	2.3%	19915	2%	24280	2.3%
9	Observer Way	11677	18559	2.8%	15982	3%	15429	2.8%	18607	3%	18863	2.8%
10	Reading Road	10798	914	0.3%	1042	4%	951	0.3%	1050	0%	885	0.3%
11	Church Lane	461	5179	0.4%	4421	0%	5017	0.4%	5319	0%	4682	0.4%
12	Swallowfield Road	1784	2923	2.7%	2653	3%	2875	2.7%	2971	3%	2935	2.7%
13	Eversley Road	11828	4534	0.9%	4556	1%	4268	0.9%	4871	1%	4374	0.9%
14	School Road	1613	299	0.4%	264	0%	283	0.4%	299	0%	338	0.4%
15	Sindlesham Road	460	9193	1.5%	9072	2%	9357	1.5%	9583	1%	10190	1.5%
16	Mole Road	462	14077	1.2%	13257	2%	11472	1.2%	14611	1%	15105	1.2%
17	Mill Lane	263	13312	1.7%	12196	2%	9893	1.7%	13452	2%	12279	1.7%
18	King Street Lane (South)	269	20737	1.3%	18723	1%	19154	1.3%	21004	1%	19839	1.3%
19	King Street Lane (North)	296	9157	1.0%	8597	1%	9094	1.0%	9236	1%	9316	1.0%
20	Longdon Road	11677	18559	2.0%	16084	2%	15429	2.0%	18743	2%	18863	2.0%
21	Hatch Farm Way	11679	17497	2.2%	15428	2%	11042	2.2%	17637	2%	15294	2.2%