

## **APPENDIX 15.5**

### **Construction Traffic Data and Assessment**

#### **Newlands Farm**



## Contents

1	INTRODUCTION .....	2
2	METHODOLOGY .....	3
	Results.....	1

## 1 INTRODUCTION

- 1.1.1 This Construction Traffic Assessment Appendix presents the source data, assessment methodology and results of the construction traffic noise impact assessment undertaken for the development of land at Newlands Farm as part of Loddon Valley 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 the traffic consultant for the scheme via email on 2<sup>nd</sup> September 2025. The data has been provided as an 18 hr AAWT with HGV % and road speeds. The data is summarised in Annex A.

2.1.2 These terms are calculated as follows:

- **Scenario 1 – 2033 Baseline**  
This existing baseline traffic conditions in 2033. Referred to as Baseline Traffic Flow 2028 + UoR Development.
- **Scenario 2 – 2033 With Construction Traffic**  
This represents peak construction traffic in 2033. Referred to as Reference H - Baseline Traffic Flow 2028 + UoR Development + Construction Traffic Flows.

2.1.3 The magnitude of the impact has been assessed in line with the guidance provided in DMRB LA111, and summarised in Table 2-1 and **Error! Reference source not found.** below.

**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.

2.1.5 For scenario 1, 2028 Baseline, link 10 has just below 1000 vehicles (951 total vehicles), but just over 1,000 vehicles with construction traffic added (1,066 total vehicles for the with construction traffic flows). For this link, therefore, the standard CRTN methodology has been used to calculate the change in noise at any adjoining receptors.

**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 (AAWT)	HGVs (AAWT)	BNL+C, dB(A)	Total Vehicles (AAWT)	HGVs (AAWT)	BNL+C, dB(A)		
1	560	32779	416	73.5	32837	431	73.5	0.0	No change
2	540	15091	244	68.1	15091	244	68.1	0.0	No change
3	352	27508	151	75.5	27566	166	75.5	0.0	No change
4	456	8897	16	64.7	8897	16	64.7	0.0	No change
5	444	8531	40	65.2	8531	40	65.2	0.0	No change
6	10772	8179	39	67.2	8179	39	67.2	0.0	No change
7	11671	11443	318	71.2	11443	318	71.2	0.0	No change
8	10774	21756	509	74.9	21872	538	74.9	0.0	No change
9	11653	15429	429	72.5	15429	429	72.5	0.0	No change
10	10798	951	2	62.7	1066	32	63.6	0.9	Negligible
11	461	5017	20	63.0	5017	20	63.0	0.0	No change
13	448	4268	37	61.3	4268	37	61.3	0.0	No change
14	1613	283	1	31.6	283	1	31.6	0.0	No change
15	460	9357	140	69.1	9492	175	69.3	0.2	Negligible
16	462	11472	132	69.9	11472	132	69.9	0.0	No change
17	263	9893	163	66.5	9893	163	66.5	0.0	No change

Commented [RC1]: Should all of these be AAWT?

Link	WSTM Reference	Reference H - Baseline Traffic Flow 2028 + UoR			Reference H - Baseline Traffic Flow 2028 + UoR			Change in BNL of Closest Public Road used for Construction Traffic (dB)	Impact
		Development		Development + Construction Traffic Flows					
		Total Vehicles (AAWT)	HGVs (AAWT)	BNL+C, dB(A)	Total Vehicles (AAWT)	HGVs (AAWT)	BNL+C, dB(A)		
18	269	19154	239	69.0	19173	244	69.0	0.0	No change
19	296	9094	92	65.7	9094	92	65.7	0.0	No change
20	11677	15429	301	68.4	15429	301	68.4	0.0	No change
21	11679	11042	242	67.0	11042	242	67.0	0.0	No change

Commented [RC1]: Should all of these be AAWT?

2.1.6 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	560	54	58	25%	15
2	540	0	0	0%	0
3	352	54	58	25%	15
4	456	0	0	0%	0
5	444	0	0	0%	0
6	10772	0	0	0%	0
7	11739	0	0	0%	0
8	10774	109	116	25%	29
9	11677	0	0	0%	0
10	10798	109	116	25%	29
11	461	0	0	0%	0
12	1784	0	0	0%	0
13	11828	0	0	0%	0
14	1613	0	0	0%	0
15	460	127	135	25%	34
16	462	0	0	0%	0
17	263	0	0	0%	0
18	269	18	19	25%	5
19	296	0	0	0%	0
20	11677	0	0	0%	0
21	11679	0	0	0%	0