



Road Traffic Noise Assessment – Report Addendum

Addendum

Project: Land East of Park View, Woodstock
Subject: Road Traffic Noise Assessment – Report Addendum
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Date: 13 October 2022
Reference: 206/0581/AD1 **Revision:** 0 **Approved:** LM

1 Introduction

- 1.1 Revised road traffic flow data has been provided to RSK Acoustics by DTA Transport Planning Consultants. This data replaces that utilised in the original RSK Acoustics planning report 206/0581/R2 (dated 26th May 2022). The road traffic noise assessment conducted in the original report therefore requires updating.
- 1.2 This document effectively supersedes the relevant parts of Section 5 “Road Traffic Noise Impact Assessment” of Report 206/0158/R2, together with associated attachment schedule 206/0581/SCH1 that was part of the original report. No other aspects of the original report or other assessment have changed.

2 Road Traffic Noise Impact Assessment

2.1 Assessment (section 5.3 of original report)

- 2.1.1 Utilising new traffic data provided by the traffic consultants for the scheme (DTA Transport Planning Consultants) in September 2022, for the various road links as illustrated below, we have assessed the potential noise increase due to changes in traffic flows. Calculations have been conducted in accordance with DMRB and Calculation of Road Traffic Noise (CRTN) methods.
- 2.1.2 There is no phasing information for when individual buildings may commence use, but data is provided for the full development scenario. Technically this is the ‘long term’ parameter as per DMRB methods (as it is the maximum traffic flows) however, we will consider the ‘with’ and ‘without’ development scenarios of this against the short term and long term outcome scale. We have considered the ‘with development’ and ‘without development’ scenario against the opening year of 2023 flows for short term and against 2038 for long term. Both include natural traffic growth from the current 2019 ‘baseline’ flows.



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2.2 Results (section 5.4 of original report)

2.2.1 The full assessment information using the revised traffic figures (as provided September 2022) is contained in attached new schedule 206-0581 AD1 SCH1, with a summary of the results for the short term and long term in the tables below:

Link Ref	Road	Without Committed Development		With Committed Development	
		Impact (dB)	Magnitude	Impact (dB)	Magnitude
1	A44 Oxford Road	+0.1	Negligible	+0.1	Negligible
2	A4095 Upper Campsfield Road North of Site Access	0.0	No Change	0.0	No Change
3	A4095 Upper Campsfield Road South of Site Access	+1.1	Minor	+1.0	Minor
4	A44 Woodstock Road	+0.3	Negligible	+0.2	Negligible
5	A4095 Bladon	+0.2	Negligible	+0.2	Negligible
6	A4095 Witney Road	+0.2	Negligible	+0.1	Negligible
7	A4095 Woodgreen Road	+0.1	Negligible	+0.1	Negligible
8	A4095 Bridge Street	0.0	No Change	0.0	No Change
9	A4095 Mill Street	0.0	No Change	0.0	No Change
10	B4022 West End	0.0	No Change	0.0	No Change
11	B4022 Newland	0.0	No Change	0.0	No Change

T1 Short-term road traffic noise impacts



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Link Ref	Road	Without Committed Development		With Committed Development	
		Impact (dB)	Magnitude	Impact (dB)	Magnitude
1	A44 Oxford Road	+0.1	Negligible	0.0	No Change
2	A4095 Upper Campsfield Road North of Site Access	0.0	No Change	+0.1	Negligible
3	A4095 Upper Campsfield Road South of Site Access	+0.9	Negligible	+0.8	Negligible
4	A44 Woodstock Road	+0.3	Negligible	+0.2	Negligible
5	A4095 Bladon	+0.2	Negligible	+0.1	Negligible
6	A4095 Witney Road	+0.1	Negligible	+0.1	Negligible
7	A4095 Woodgreen Road	0.0	No Change	0.0	No Change
8	A4095 Bridge Street	0.0	No Change	+0.1	Negligible
9	A4095 Mill Street	0.0	No Change	0.0	No Change
10	B4022 West End	0.0	No Change	0.0	No Change
11	B4022 Newland	0.0	No Change	0.0	No Change

T2 Long-term road traffic noise impacts

- 2.2.2 It can be seen that impacts along the road links are almost all ‘no change’ (i.e. no impact) or ‘negligible’, with only one link being assessed to have a ‘minor’ impact at worst in the short term. In the long term all impacts are considered ‘no change’ (i.e. no impact) or ‘negligible’.
- 2.2.3 With such low impacts the scheme can be considered compliant with the aims of the Noise Policy Statement for England (NPSE), Planning Practice Guidance (PPG) and National Planning Policy Framework (NPPF).

3 Conclusion

- 3.1 An updated assessment of the potential noise impacts of road traffic increases has been undertaken based upon new road traffic data provided in September 2022. Most impacts are still found to be of ‘no change’ or ‘negligible’, with only one road link assessed with just a ‘minor’ impact in the short term.
- 3.2 The revised assessment results have changed by only 0.1dB (up and down) at most, when compared to the original assessment, and then only on limited road links. There is no change from the conclusions stated in Section 6 of the original noise assessment report and the limited impacts are considered acceptable.

■ End of Section



Short term traffic noise impacts without committed development

Link Ref	Road	2023 Without committed development			Plus Land East of Park View development flows			Noise impact	Magnitude
		18 Hour AAWT	% HGV	Speed (km/h)	18 Hour AAWT	% HGV	Speed (km/h)		
1	A44 Oxford Road	16271	1.1	67.9	16633	1.1	67.9	0.1	Negligible
2	A4095 Upper Campsfield Road North of Site Access	8764	1.1	86.1	8876	1.1	86.1	0.0	No Change
3	A4095 Upper Campsfield Road South of Site Access	8764	1.1	86.1	11220	0.9	86.9	1.1	Minor
4	A44 Woodstock Road	23699	1.1	91.7	25352	1.0	91.7	0.3	Negligible
5	A4095 Bladon	11120	1.7	46.8	11562	1.7	46.8	0.2	Negligible
6	A4095 Witney Road	9952	0.9	62.8	10261	0.9	62.8	0.2	Negligible
7	A4095 Woodgreen Road	14049	2.9	48.3	14303	2.8	48.3	0.1	Negligible
8	A4095 Bridge Street	10817	1.0	48.3	10944	1.0	48.3	0.0	No Change
9	A4095 Mill Street	7354	1.0	48.3	7390	1.0	48.3	0.0	No Change
10	B4022 West End	13100	2.6	48.3	13100	2.6	48.3	0.0	No Change
11	B4022 Newland	12493	2.6	48.3	12493	2.6	48.3	0.0	No Change



Short term traffic noise impacts with committed development

Link Ref	Road	2023 With committed development			Plus Land East of Park View development flows			Noise impact	Magnitude
		18 Hour AAWT	% HGV	Speed (km/h)	18 Hour AAWT	% HGV	Speed (km/h)		
1	A44 Oxford Road	17686	1.0	67.9	18048	1.0	67.9	0.1	Negligible
2	A4095 Upper Campsfield Road North of Site Access	9670	1.0	86.1	9781	1.0	86.1	0.0	No Change
3	A4095 Upper Campsfield Road South of Site Access	9670	1.0	86.1	12126	0.8	86.9	1.0	Minor
4	A44 Woodstock Road	26272	1.0	91.7	27925	0.9	91.7	0.2	Negligible
5	A4095 Bladon	12052	1.6	46.8	12493	1.5	46.8	0.2	Negligible
6	A4095 Witney Road	10610	0.8	62.8	10918	0.8	62.8	0.1	Negligible
7	A4095 Woodgreen Road	15928	2.5	48.3	16181	2.5	48.3	0.1	Negligible
8	A4095 Bridge Street	11353	1.0	48.3	11480	0.9	48.3	0.0	No Change
9	A4095 Mill Street	7708	1.0	48.3	7744	0.9	48.3	0.0	No Change
10	B4022 West End	13106	2.6	48.3	13106	2.6	48.3	0.0	No Change
11	B4022 Newland	12505	2.6	48.3	12505	2.6	48.3	0.0	No Change



Long term traffic noise impacts without committed development

Link Ref	Road	2038 Without committed development			Plus Land East of Park View development flows			Noise impact	Magnitude
		18 Hour AAWT	% HGV	Speed (km/h)	18 Hour AAWT	% HGV	Speed (km/h)		
1	A44 Oxford Road	18652	1.1	67.9	19014	1.1	67.9	0.1	Negligible
2	A4095 Upper Campsfield Road North of Site Access	10046	1.1	86.1	10158	1.1	86.1	0.0	No Change
3	A4095 Upper Campsfield Road South of Site Access	10046	1.1	86.1	12503	0.9	86.9	0.9	Negligible
4	A44 Woodstock Road	27167	1.1	91.7	28820	1.0	91.7	0.3	Negligible
5	A4095 Bladon	12747	1.7	46.8	13189	1.7	46.8	0.2	Negligible
6	A4095 Witney Road	11408	0.9	62.8	11717	0.9	62.8	0.1	Negligible
7	A4095 Woodgreen Road	16105	2.9	48.3	16358	2.8	48.3	0.0	No Change
8	A4095 Bridge Street	12400	1.0	48.3	12527	1.0	48.3	0.0	No Change
9	A4095 Mill Street	8429	1.0	48.3	8466	1.0	48.3	0.0	No Change
10	B4022 West End	15017	2.6	48.3	15017	2.6	48.3	0.0	No Change
11	B4022 Newland	14321	2.6	48.3	14321	2.6	48.3	0.0	No Change



Long term traffic noise impacts with committed development

Link Ref	Road	2038 With committed development			Plus Land East of Park View development flows			Noise impact	Magnitude
		18 Hour AAWT	% HGV	Speed (km/h)	18 Hour AAWT	% HGV	Speed (km/h)		
1	A44 Oxford Road	20067	1.0	67.9	20429	1.0	67.9	0.0	No Change
2	A4095 Upper Campsfield Road North of Site Access	10952	1.0	86.1	11064	1.0	86.1	0.1	Negligible
3	A4095 Upper Campsfield Road South of Site Access	10952	1.0	86.1	13408	0.8	86.9	0.8	Negligible
4	A44 Woodstock Road	29739	1.0	91.7	31392	1.0	91.7	0.2	Negligible
5	A4095 Bladon	13679	1.6	46.8	14120	1.6	46.8	0.1	Negligible
6	A4095 Witney Road	12066	0.8	62.8	12375	0.8	62.8	0.1	Negligible
7	A4095 Woodgreen Road	17983	2.6	48.3	18237	2.5	48.3	0.0	No Change
8	A4095 Bridge Street	12936	1.0	48.3	13063	0.9	48.3	0.1	Negligible
9	A4095 Mill Street	8784	1.0	48.3	8820	1.0	48.3	0.0	No Change
10	B4022 West End	15023	2.6	48.3	15023	2.6	48.3	0.0	No Change
11	B4022 Newland	14333	2.6	48.3	14333	2.6	48.3	0.0	No Change