



**RWE Renewables UK Dogger Bank
South (West) Limited**

**RWE Renewables UK Dogger Bank
South (East) Limited**

Dogger Bank South Offshore Wind Farms

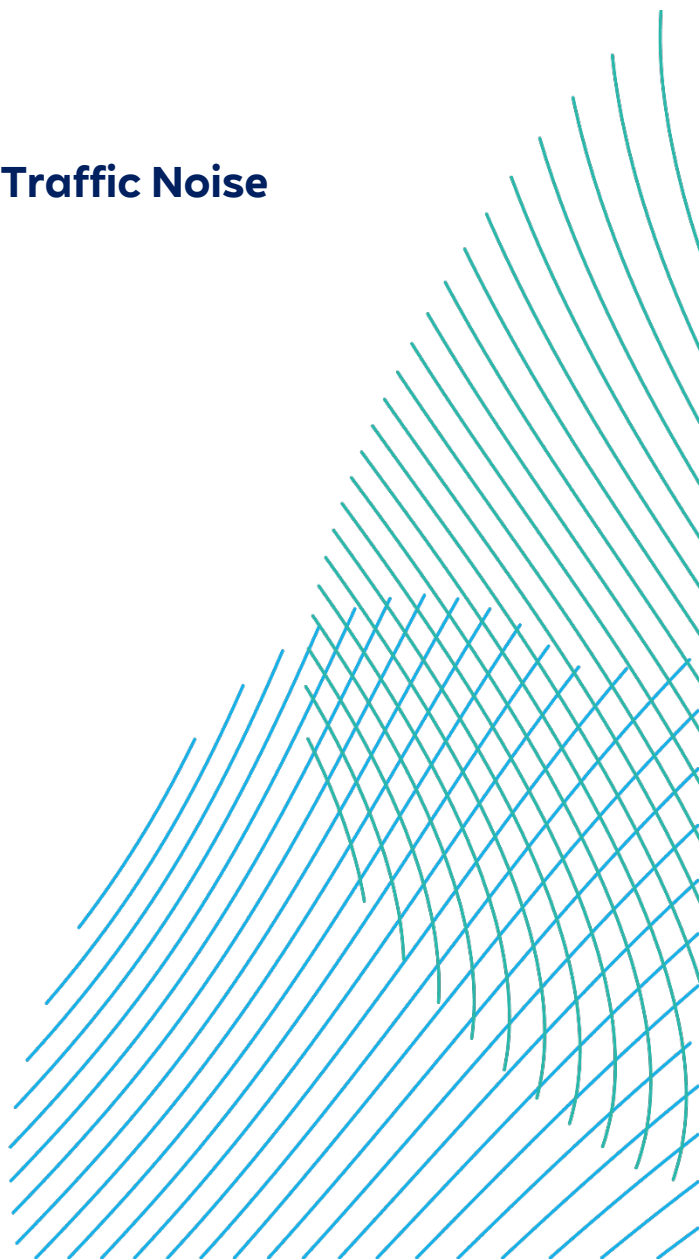
**Appendix 25.3 Construction Road Traffic Noise
Assessment**

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Glossary

Term	Definition
Onshore Development Area	The Offshore Development Area encompasses the wind farm site and the options for the offshore transmission works.
Onshore Substations	A compound containing electrical equipment required to transform and stabilise electricity generated by the Projects so that it can be connected to the electricity transmission network. There will be one onshore substation for each Project.

Acronyms

Term	Definition
AAWT	Annual Average Weekday Traffic
BNL	Basic Noise Level
CRTN	Construction of Road Traffic Noise
DBS	Dogger Bank South
HGV	Heavy Goods Vehicle
PEIR	Preliminary Environmental Information Report
UK	United Kingdom

25.3. Construction Road Traffic Assessment

25.3.1. Introduction

1. This appendix of the Preliminary Environmental Information Report (PEIR) for the proposed Doggers Bank South Offshore Wind Farms details the approach undertaken for the Onshore Development Area construction road traffic noise assessment including traffic data, assessment criteria and the associated magnitude of impact per road link.

25.3.2. Off-Site Construction Traffic Data

2. This section outlines the traffic data provided by the Transport Consultants, displayed in **Table 25.3-1**.

Table 25.3-1 Peak Construction Road Traffic Data (18hr Annual Average Weekday Traffic (AAWT))

Link ID	Description	Speed (mph)	2026 Factored Base		2026 Factored Base + DBS East and West in isolation		2026 Factored Base + DBS East and West concurrent		Overall Change 2026 Factored Base + DBS East and West in isolation (%)		Overall Change 2026 Factored Base + DBS East and West concurrent (%)	
			Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV
1	A165 Carnaby to Lissett	60	9628	500	9649	500	9664	500	0	0	0	0
2	A165 Lissett to Beeford	50	9628	500	9726	578	9794	632	1	15	2	26
3	A165 Beeford to Brandesburton	60	7507	507	7876	658	8200	767	5	30	9	51
4	B1242 Lissett to Skipsea	35	2451	48	2529	126	2584	180	3	160	5	272
5	Beeford Road	48	1154	18	1293	95	1413	149	12	429	22	728
6	B1242 Skipsea to End	57	2569	50	2745	127	2896	181	7	155	13	263
7	Dunnington Lane	48	151	25	326	99	488	154	116	296	223	514
8	Catfoss Road	37	822	16	997	88	1165	137	21	454	42	766
9	A165 Brandesburton to Leven	70	9628	500	10169	724	10657	882	6	45	11	76
10	A1035 Level to Catwick	48	7072	109	7293	226	7478	299	3	108	6	175
11	Catwick Stub	43	204	4	327	41	449	63	60	900	120	1442
12	A1035 Leven to A165	70	15220	980	15977	1321	16645	1552	5	35	9	58
13	A165 from A1035 to Skirlaugh	60	8552	561	9207	990	9733	1273	8	76	14	127
14	A165 through Skirlaugh	30	8552	561	9014	990	9326	1273	5	76	9	127
15	A165 from Skirlaugh to Coniston	60	8552	561	9009	990	9318	1273	5	76	9	127
16	A165 from Coniston to Holderness Road	40	8647	567	9103	996	9413	1279	5	76	9	126
17	A165/Holderness Road	40	23095	625	23551	1054	23860	1337	2	69	3	114
18	A165/Holderness Road	40	13392	1032	13849	1461	14158	1744	3	42	6	69
19	Mount Pleasant/A1033	30	16753	1207	17668	2056	18122	2464	5	70	8	104

Link ID	Description	Speed (mph)	2026 Factored Base		2026 Factored Base + DBS East and West in isolation		2026 Factored Base + DBS East and West concurrent		Overall Change 2026 Factored Base + DBS East and West in isolation (%)		Overall Change 2026 Factored Base + DBS East and West concurrent (%)	
			Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV
20	A1033 Slip Road	30	10039	981	10917	1830	11348	2238	9	87	13	128
21	A1033/Hedon Road	40	35469	4148	36348	4997	36781	5405	2	20	4	30
22	A1033/Hedon Road	40	10039	981	10919	1830	11352	2238	9	87	13	128
23	A1033/Hedon Road	40	26181	2910	27030	3759	27438	4167	3	29	5	43
24	A63	40	38300	4461	39192	5310	39622	5718	2	19	3	28
25	A63	70	46075	5356	46967	6205	47397	6613	2	16	3	23
26	A63	70	56183	5833	57032	6682	57440	7090	2	15	2	22
27	A63	70	47562	6005	48828	6854	49526	7262	3	14	4	21
28	A15/Boothferry Road	40	29601	2764	30867	3613	31565	4021	4	31	7	45
29	Humberbridge	60	20617	1601	20936	1601	21153	1601	2	0	3	0
30	A164	60	18032	1209	19654	2058	20597	2466	9	70	14	104
31	A164	60	18032	1209	19665	2058	20616	2466	9	70	14	104
32	A164	40	18032	1209	19891	2058	20990	2466	10	70	16	104
33	A164	50	29670	1331	31530	2180	32628	2588	6	64	10	94
34	A164	50	29670	1331	31747	2180	32995	2588	7	64	11	94
35	A164	50	29670	1331	31916	2180	33225	2588	8	64	12	94
36	Dunflat Road off A164	36	2025	18	2301	141	2525	202	14	688	25	1029
37	Coppleflat Lane	36	2207	59	2484	182	2708	243	13	209	23	313
38	A164	40	19879	891	21722	1740	22791	2148	9	95	15	141
39	B1248	60	4170	10	4235	10	4281	10	2	0	3	0

Link ID	Description	Speed (mph)	2026 Factored Base		2026 Factored Base + DBS East and West in isolation		2026 Factored Base + DBS East and West concurrent		Overall Change 2026 Factored Base + DBS East and West in isolation (%)		Overall Change 2026 Factored Base + DBS East and West concurrent (%)	
			Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV
40	A1033/Thomas Clarkson Way	40	17362	751	18321	1600	18819	2008	6	113	8	167
45	A1033	40	19272	834	20217	1683	20786	2091	5	102	8	151
46	A1174	31	13415	221	13450	221	13526	221	0	0	1	0
49	A1174	31	13415	221	13450	221	13526	221	0	0	1	0
50	A164/ Woodmansey	50	8655	441	9967	1119	11031	1576	15	154	27	257
51	A164/Woodmansey	50	8655	441	10432	1290	11454	1698	21	192	32	285
52	A1174/A164	30	14166	762	15513	1440	16627	1897	10	89	17	149
53	A1174/A164/Swinemoor Lane	30	14166	762	15513	1440	16627	1897	10	89	17	149
54	A1035	50	17527	938	18556	1367	19480	1650	6	46	11	76
55	A1035	50	17527	938	18780	1463	19845	1809	7	56	13	93
56	A1035	50	17527	938	19084	1616	20380	2073	9	72	16	121
57	A1035/A164	50	12027	735	12410	847	12762	909	3	15	6	24
58	Stub off A1035	50	84	4	240	79	364	114	185	1783	333	2615
59	Driffield Road	51	9708	146	9803	183	9895	210	1	26	2	44
60	A1035	60	9093	906	9524	1057	9893	1144	5	17	9	26
61	A1035/Dog Kennel Lane	60	13263	917	13678	1067	14006	1155	3	16	6	26
62	A1174	50	5395	65	5569	162	5722	224	3	149	6	246
63	A1079	70	17642	1089	18954	1726	19619	2026	7	59	11	86
64	Killingwoldgraves Lane	51	6279	110	6440	233	6545	294	3	112	4	168
65	A1079/Bishop Burton	53	10943	312	11112	312	11234	312	2	0	3	0

Link ID	Description	Speed (mph)	2026 Factored Base		2026 Factored Base + DBS East and West in isolation		2026 Factored Base + DBS East and West concurrent		Overall Change 2026 Factored Base + DBS East and West in isolation (%)		Overall Change 2026 Factored Base + DBS East and West concurrent (%)	
			Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV
66	A1079	70	18460	976	19632	1825	20327	2233	6	87	10	129
68	Coppleflat Lane	51	6279	110	6440	233	6545	294	3	112	4	168
69	B1230	59	3775	69	3775	69	3775	69	0	0	0	0
71	Broadgate/B1230	41	5326	55	5547	178	5718	239	4	223	7	334
73	Eske Lane	32	48	1	204	72	349	120	327	6750	630	11314
74	Mount Pleasant/A1033 and Stoneferry Rd/A1165	40	22067	1749	23003	2598	23457	3006	4	49	6	72
75	Sutton Road/A1033	40	17362	751	18328	1600	18805	2008	6	113	8	167

25.3.3. Noise From Off-Site Construction Traffic Assessment

3. All road links to be used during the construction of DBS East and DBS West were assessed by undertaking of BNL calculations, provided in **Table 25.3-2**.
4. Note that five road links do not meet the minimum 1000 vehicles AAWT required for the assessment and are excluded from these calculations. A qualitative assessment of effects of these remaining links is presented in **Chapter 25 Noise**.

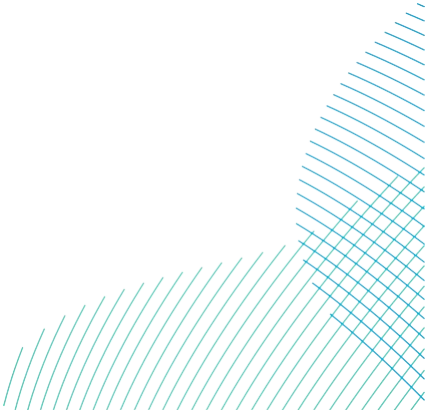
Table 25.3-1 Calculated BNL – 2026 Factored Base vs. 2026 Factored Base + DBS East and West in Isolation; 2026 Factored Base vs. 2026 Factored Base + DBS East and West Concurrent

Link ID	Description	Speed (mph)	2026 Factored Base	2026 Factored Base + DBS East and West in isolation	2026 Factored Base + DBS East and West in concurrent	Overall Change 2026 Factored Base + DBS East and West in isolation (%)	Overall Change 2026 Factored Base + DBS East and West concurrent (%)	Magnitude of impact DBS East and West in isolation	Magnitude of impact DBS East and West concurrent
1	A165 Carnaby to Lissett	60	72.2	72.2	72.2	0.0	0.0	No change	No change
2	A165 Lissett to Beeford	50	70.7	70.9	71.1	0.2	0.4	Negligible	Negligible
3	A165 Beeford to Brandesburton	60	71.4	71.8	72.2	0.4	0.8	Negligible	Negligible
4*	B1242 Lissett to Skipsea	35	60.8	62.0	62.7	1.2	1.9	Low	Low
5*	Beeford Road	48	57.0	58.2	59.7	1.2	2.7	Low	Low
6*	B1242 Skipsea to End	57	65.1	65.8	66.4	0.7	1.3	Negligible	Low
9	A165 Brandesburton to Leven	70	73.5	74.0	74.4	0.5	0.9	Negligible	Negligible
10	A1035 Level to Catwick	48	68.3	68.8	69.1	0.5	0.8	Negligible	Negligible
12	A1035 Leven to A165	70	75.7	76.2	76.5	0.5	0.8	Negligible	Negligible
13	A165 from A1035 to Skirlaugh	60	71.9	72.9	73.4	1.0	1.5	Low	Low
14	A165 through Skirlaugh	30	67.7	69.0	69.6	1.3	1.9	Low	Low
15	A165 from Skirlaugh to Coniston	60	71.9	72.8	73.3	0.9	1.4	Negligible	Low
16	A165 from Coniston to Holderness Road	40	69.1	70.2	70.8	1.1	1.7	Low	Low
17	A165/Holderness Road	40	72.4	73.0	73.	0.6	0.9	Negligible	Negligible
18	A165/Holderness Road	40	71.2	72.0	72.4	0.8	1.2	Negligible	Low
19	Mount Pleasant/A1033	30	70.8	72.0	72.5	1.2	1.7	Low	Low
20	A1033 Slip Road	30	69.2	70.9	71.5	1.7	2.3	Low	Low
21	A1033/Hedon Road	40	76.2	76.7	76.9	0.5	0.7	Negligible	Negligible

Link ID	Description	Speed (mph)	2026 Factored Base	2026 Factored Base + DBS East and West in isolation	2026 Factored Base + DBS East and West in concurrent	Overall Change 2026 Factored Base + DBS East and West in isolation (%)	Overall Change 2026 Factored Base + DBS East and West concurrent (%)	Magnitude of impact DBS East and West in isolation	Magnitude of impact DBS East and West concurrent
22	A1033/Hedon Road	40	70.4	71.9	72.5	1.5	2.1	Low	Low
23	A1033/Hedon Road	40	74.8	75.4	75.7	0.6	0.9	Negligible	Negligible
24	A63	40	76.6	77.0	77.2	0.4	0.6	Negligible	Negligible
25	A63	70	81.2	81.5	81.6	0.3	0.4	Negligible	Negligible
26	A63	70	81.9	82.2	82.3	0.3	0.4	Negligible	Negligible
27	A63	70	81.5	81.8	81.9	0.3	0.4	Negligible	Negligible
28	A15/Boothferry Road	40	75.0	75.6	75.9	0.6	0.9	Negligible	Negligible
29	Humberbridge	60	75.9	76.0	76.0	0.1	0.1	No change	No change
30	A164	60	75.2	76.1	76.5	0.9	1.3	Negligible	Low
31	A164	60	75.2	76.1	76.5	0.9	1.3	Negligible	Low
32	A164	40	72.3	73.5	74	1.2	1.7	Low	Low
33	A164	50	75.5	76.2	76.6	0.7	1.1	Negligible	Low
34	A164	50	75.5	76.2	76.6	0.7	1.1	Negligible	Low
35	A164	50	75.5	76.3	76.6	0.8	1.1	Negligible	Low
36*	Dunflat Road off A164	36	59.9	61.7	62.9	1.8	3.0	Low	Low^
37*	Coppleflat Lane	36	61.1	62.6	63.6	1.5	2.5	Low	Low
38	A164	40	72.2	73.4	73.9	1.2	1.7	Low	Low
39	B1248	60	67.6	67.6	67.7	0.0	0.1	No change	Negligible
40	A1033/Thomas Clarkson Way	40	71.6	72.8	73.3	1.2	1.7	Low	Low
45	A1033	40	72.0	73.2	73.6	1.2	1.6	Low	Low

Link ID	Description	Speed (mph)	2026 Factored Base	2026 Factored Base + DBS East and West in isolation	2026 Factored Base + DBS East and West in concurrent	Overall Change 2026 Factored Base + DBS East and West in isolation (%)	Overall Change 2026 Factored Base + DBS East and West concurrent (%)	Magnitude of impact DBS East and West in isolation	Magnitude of impact DBS East and West concurrent
46	A1174	31	68.2	68.2	68.2	0.0	0.0	No change	No change
49	A1174	31	68.2	68.2	68.2	0.0	0.0	No change	No change
50	A164/ Woodmansey	50	70.3	72.0	72.9	1.7	2.6	Low	Low
51	A164/Woodmansey	50	70.3	72.3	73.1	2.0	2.8	Low	Low
52	A1174/A164	30	69.5	70.9	71.7	1.4	2.2	Low	Low
53	A1174/A164/Swinemoor Lane	30	69.5	70.9	71.7	1.4	2.2	Low	Low
54	A1035	50	73.4	74.0	74.4	0.6	1.0	Negligible	Negligible
55	A1035	50	73.4	74.1	74.6	0.7	1.2	Negligible	Low
56	A1035	50	73.4	74.3	74.9	0.9	1.5	Negligible	Low
57	A1035/A164	50	71.9	72.2	72.3	0.3	0.4	Negligible	Negligible
59	Driffield Road	51	70.0	70.2	70.3	0.2	0.3	Negligible	Negligible
60	A1035	60	72.7	73.1	73.3	0.4	0.6	Negligible	Negligible
61	A1035/Dog Kennel Lane	60	73.9	74.1	74.3	0.2	0.4	Negligible	Negligible
62	A1174	50	67.3	67.9	68.2	0.6	0.9	Negligible	Negligible
63	A1079	70	76.3	77.0	77.3	0.7	1.0	Negligible	Low
64	Killingwoldgraves Lane	51	68.2	68.8	69.0	0.6	0.8	Negligible	Negligible
65	A1079/Bishop Burton	53	71.3	71.4	71.4	0.1	0.1	Negligible	Negligible
66	A1079	70	76.4	77.2	77.6	0.8	1.2	Negligible	Low
68	Coppleflat Lane	51	68.2	68.8	69.0	0.6	0.8	Negligible	Negligible
69*	B1230	59	67.3	67.3	67.3	0.0	0.0	No change	No change

Link ID	Description	Speed (mph)	2026 Factored Base	2026 Factored Base + DBS East and West in isolation	2026 Factored Base + DBS East and West in concurrent	Overall Change 2026 Factored Base + DBS East and West in isolation (%)	Overall Change 2026 Factored Base + DBS East and West concurrent (%)	Magnitude of impact DBS East and West in isolation	Magnitude of impact DBS East and West concurrent
71	Broadgate/B1230	41	65.7	66.5	66.8	0.8	1.1	Negligible	Low
74	Mount Pleasant/A1033 and Stoneferry Rd/A1165	40	73.5	74.3	74.6	0.8	1.1	Negligible	Low
75	Sutton Road/A1033	40	71.6	72.8	73.3	1.2	1.7	Low	Low
* AAWT total vehicular 18hr flows between ≥1000 to ≤4000 vehicles; Low flow correction applied									
^ Link 36 is approximately 300m from the nearest NSRs in Bentley (Copplesflat Lane/Manor Farm Cottages) where the dominant road traffic noise will be from the A164 (link 35, 2026 Future Base BNL = 75.5 dB LA10,18hr) 350m away. Given the context of the nearest NSRs and the predicted change in noise levels, it is concluded that the change in road traffic due to construction traffic on link 36 is likely to cause no more than a low impact at the nearest NSRs.									



5. **Table 25.3-3** and **Table 25.3-4** provide a summary of the number of links defined by each magnitude of impact from the BNL calculations presented in **Table 25.3-2** for both the DBS East and DBS West in isolation and concurrent scenarios respectively.

Table 25.3-2 Number of Links per Magnitude of Impact Criteria – DBS East and DBS West in Isolation

Magnitude of impact	Number of links
No change	6
Negligible	36
Low	19
Medium	0
High	0

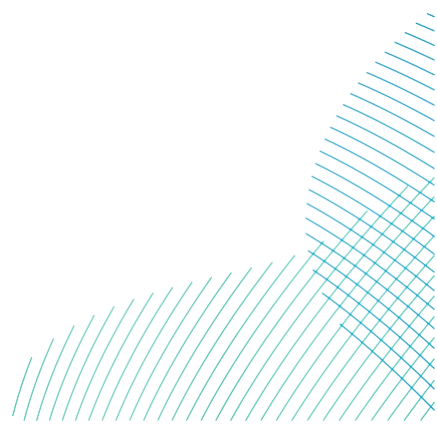
Table 25.3-3 Number of Links per Magnitude of Impact Criteria – DBS East and DBS West Concurrent

Magnitude of impact	Number of links
No change	5
Negligible	22
Low	34^
Medium	0
High	0
^ Link 36 reduced from a medium to low impact based on context	

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Highways England (2020). Design Manual for Roads and Bridges, Sustainability & Environment Appraisal LA111 Noise and Vibration (formerly HD213/11, IAN 185/15) Revision 2. Highways England.



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