

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

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

# **Dogger Bank South Offshore Wind Farms**

**Environmental Statement**

**Volume 7**

**Appendix 25-4 Construction Road Traffic Noise  
Assessment**

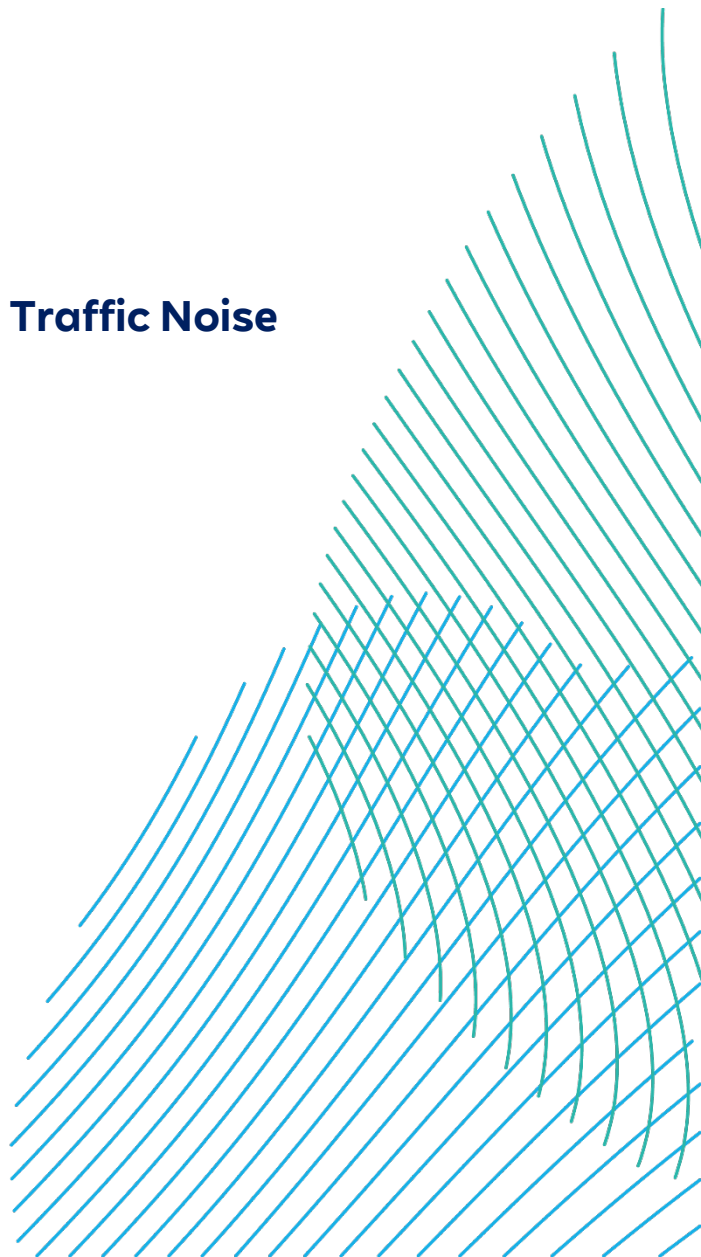
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Company:	<b>RWE Renewables UK Dogger Bank South (West) Limited and RWE Renewables UK Dogger Bank South (East) Limited</b>	Asset:	<b>Development</b>
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## Glossary

Term	Definition
Onshore Development Area	The Onshore Development Area for ES is the boundary within which all onshore infrastructure required for the Projects would be located including Landfall Zone, Onshore Export Cable Corridor, accesses, Temporary Construction Compounds and Onshore Converter Stations.



## Acronyms

Term	Definition
AAWT	Annual Average Weekday Traffic
BNL	Basic Noise Level
CRTN	Construction of Road Traffic Noise
DBS	Dogger Bank South
DMRB	Design Manual for Roads and Bridges
HGV	Heavy Goods Vehicle
NAC	Noise Advisory Council
UK	United Kingdom



## 25.4 Construction Road Traffic Assessment

### 25.4.1 Introduction

1. This appendix provides additional technical information regarding the construction noise assessment, to accompany **Volume 7, Chapter 25 Noise (application ref: 7.25)**. This appendix details the road traffic data, calculated road traffic noise levels and the associated magnitude of impact per road link.

### 25.4.2 Off-Site Construction Traffic Data

2. This section outlines the traffic data used for the road traffic assessments (including cumulative), displayed in **Table 24-4-1** and **Table 25-4-2**.

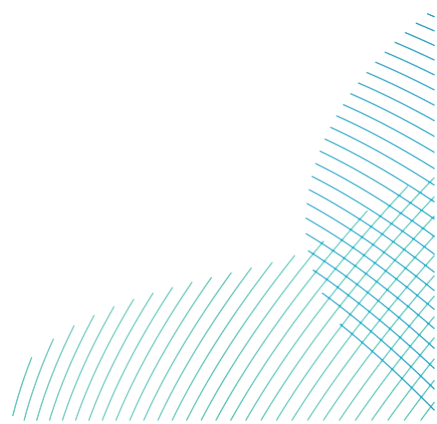
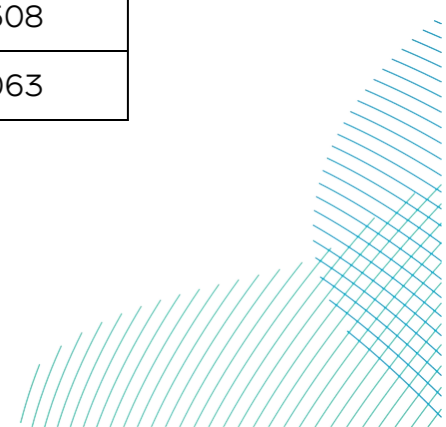


Table 24-4-1 Peak Construction Road Traffic Data (18hr Annual Average Weekday Traffic (AAWT))

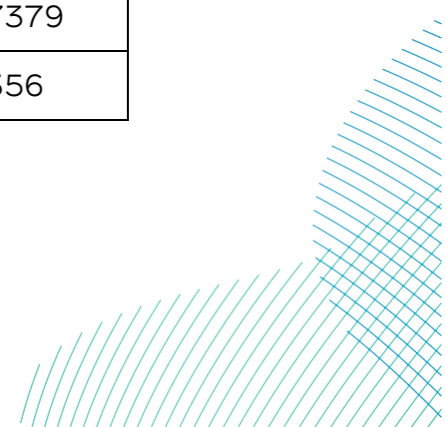
Link ID	Description	Speed (mph)	2026 Future Base		2026 Future plus Construction - Single Project Peak Daily Flows		2026 Future plus Construction - Sequential Projects Peak Daily Flows		2026 Future plus Construction - Concurrent Projects Peak Daily Flows	
			Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles
1	A165 Carnaby to Lissett	60	671	11959	671	11978	793	12321	793	12323
2	A165 Lissett to Beeford	50	671	11959	730	12167	995	12822	995	12836
3	A165 Beeford to Brandesburton	60	920	11119	1035	11500	1322	12183	1322	12197
4	B1242 Lissett to Skipsea	35	123	2637	153	2668	157	2672	157	2672
5	Beeford Road	48	49	1258	78	1418	82	1410	82	1422
6	B1242 Skipsea to End	57	125	2787	184	2978	192	2973	192	2986
7	Dunnington Lane	48	68	157	124	334	146	361	146	361
8	Catfoss Road	37	40	912	83	1037	84	1053	89	1071
9	A165 Brandesburton to Leven	70	671	11959	829	12464	1117	13163	1122	13195
10	A1035 Leven to Catwick	48	174	7773	247	7978	255	7971	258	7994
11	Catwick Stub	43	10	220	40	275	48	278	51	288
12	A1035 Leven to A165	70	1505	19750	1736	20455	2032	21149	2040	21203
13	A165 from A1035 to Skirlaugh	60	708	9298	1170	9947	1511	10520	1528	10545
14	A165 through Skirlaugh	30	708	9298	1170	9789	1511	10231	1528	10250
15	A165 from Skirlaugh to Coniston	60	708	9298	1170	9789	1511	10231	1528	10250
16	A165 from Coniston to Holderness Road	40	708	9298	1170	9789	1511	10231	1528	10250
17	A165/Holderness Road	40	837	28655	1299	29134	1640	29576	1657	29595
18	A165/Holderness Road	40	1382	16617	1382	16617	1639	16948	1639	16948

Link ID	Description	Speed (mph)	2026 Future Base		2026 Future plus Construction - Single Project Peak Daily Flows		2026 Future plus Construction - Sequential Projects Peak Daily Flows		2026 Future plus Construction - Concurrent Projects Peak Daily Flows	
			Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles
19	Mount Pleasant/A1033	30	1618	20786	2087	21268	3101	22340	3164	22404
20	A1033 Slip Road	30	1314	12456	1783	12937	2731	13923	2794	13987
21	A1033/Hedon Road	40	5558	44009	6027	44490	6975	45476	7038	45540
22	A1033/Hedon Road	40	1314	12456	1783	12954	2731	13940	2794	14005
23	A1033/Hedon Road	40	3900	32485	4362	32947	4446	33031	4463	33048
24	A63	40	5978	47522	6447	47991	7461	49025	7524	49088
25	A63	70	7177	57169	7177	57169	8081	58093	8081	58093
26	A63	70	7686	59764	7686	59764	8590	60688	8590	60688
27	A63	70	7738	53581	8207	54380	9365	55558	9428	55645
28	A15/Boothferry Road	40	3597	33963	4066	34762	5224	35940	5287	36027
29	Humberbridge	60	3150	33604	3150	33889	3150	34217	3150	34238
30	A164	60	1620	20842	2089	21975	3247	23585	3310	23696
31	A164	60	1620	20842	2089	21975	3247	23585	3310	23696
32	A164	40	1620	20842	2089	22189	3247	23862	3310	23988
33	A164	50	1870	36412	2339	37759	3497	39433	3560	39558
34	A164	50	1870	36412	2339	37983	3497	39688	3560	39828
35	A164	50	1870	36412	2339	37961	3497	39668	3560	39804
36	Dunflat Road off A164	36	48	2187	71	2240	104	2503	106	2508
37	Coppleflat Lane	36	79	2742	102	2795	135	3058	137	3063





Link ID	Description	Speed (mph)	2026 Future Base		2026 Future plus Construction - Single Project Peak Daily Flows		2026 Future plus Construction - Sequential Projects Peak Daily Flows		2026 Future plus Construction - Concurrent Projects Peak Daily Flows	
			Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles
38	A164	40	1195	24692	1664	25856	2020	26481	2037	26557
39	B1248	48	635	12075	635	12145	646	12259	646	12264
40	A1033/Thomas Clarkson Way	40	1007	21543	1476	22085	2490	23569	2553	23637
45	A1033	40	1117	23913	1586	24599	2600	26143	2663	26221
46	A1174	31	597	15404	597	15521	597	15772	597	15781
49	A1174	31	597	15404	597	15521	597	15772	597	15781
50	A164/ Woodmansey	50	592	10750	1061	11874	1418	12488	1435	12564
51	A164/Woodmansey	50	592	10750	1061	11874	1418	12488	1435	12564
52	A1174/A164	30	1022	17596	1491	18836	1871	20076	1888	20161
53	A1174/A164/Swinemoor Lane	30	1022	17596	1491	18836	1871	20076	1888	20161
54	A1035	50	1198	19046	1667	20234	2024	21881	2043	21977
55	A1035	50	1198	19046	1667	20329	2024	21972	2043	22074
56	A1035	50	1198	19046	1667	20501	2035	21518	2053	21624
57	A1035/A164	50	933	13107	989	13371	1296	14236	1296	14248
58	Ings Road	17	2	91	41	216	150	1707	150	1709
59	Driffield Road	51	413	10828	430	10861	728	11640	728	11640
60	A1035	60	1216	11294	1359	11795	1678	12535	1678	12555
61	A1035/Dog Kennel Lane	60	1230	16474	1355	16917	1702	17362	1702	17379
62	A1174	50	172	6004	221	6123	259	6342	261	6356



Link ID	Description	Speed (mph)	2026 Future Base		2026 Future plus Construction - Single Project Peak Daily Flows		2026 Future plus Construction - Sequential Projects Peak Daily Flows		2026 Future plus Construction - Concurrent Projects Peak Daily Flows	
			Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles
63	A1079	70	1584	22297	1966	23325	2409	24427	2426	24473
64	Killingwoldgraves Lane	51	292	6883	339	6995	363	7604	367	7616
65	A1079/Bishop Burton	53	887	12344	887	12414	887	12723	887	12733
66	A1079	70	1248	20026	1717	20902	2731	22770	2794	22856
68	Coppleflat Lane	51	292	6883	339	6995	363	7604	367	7616
69	B1230	59	0	0	0	0	0	589	0	589
71	Broadgate/B1230	41	146	6558	193	6699	193	6693	197	6709
73	Eske Lane	32	3	53	41	177	56	203	56	194
74	Mount Pleasant/A1033 and Stoneferry Rd/A1165	40	2344	27381	2813	27895	3827	29374	3890	29440
75	Sutton Road/A1033	40	1007	21543	1476	22085	2490	23584	2553	23652
76	Marfleet Road	30	584	11753	1046	12232	1130	11770	1147	12335

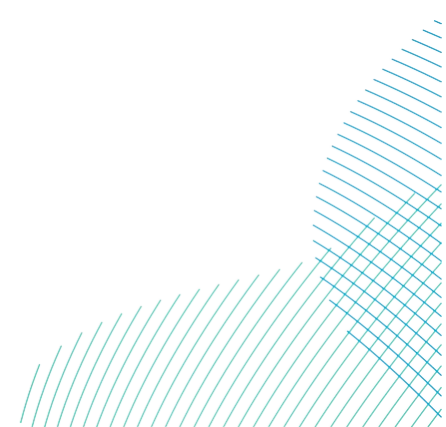
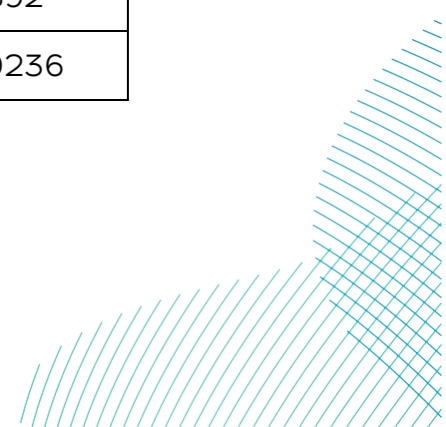
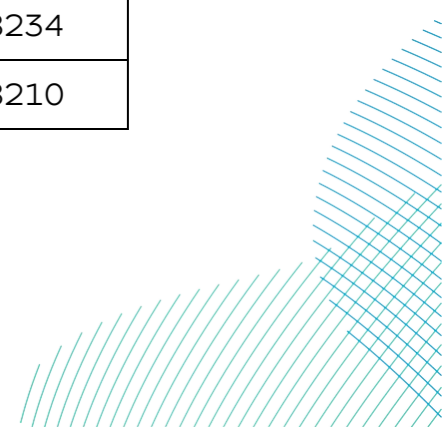


Table 25-4-2 Peak Construction Road Traffic Data plus Cumulative Schemes Daily Flows (18hr Annual Average Weekday Traffic (AAWT))

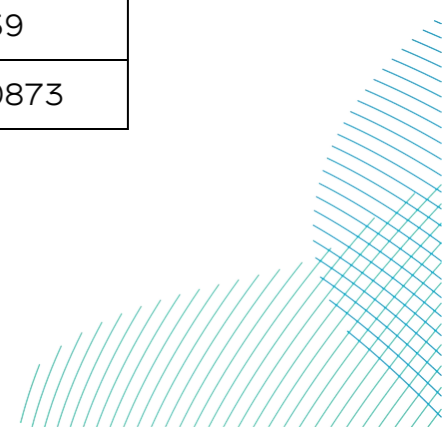
Link ID	Description	Speed (mph)	2026 Future Base		2026 Future plus Construction - In Isolation Project Peak Daily Flows plus Cumulative Projects Daily Flows		2026 Future plus Construction - Sequential Projects Peak Daily Flows plus Cumulative Projects Daily Flows		2026 Future plus Construction - Concurrent Projects Peak Daily Flows plus Cumulative Projects Daily Flows	
			Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles
1	A165 Carnaby to Lissett	60	671	11959	793	12321	671	11978	671	11980
2	A165 Lissett to Beeford	50	671	11959	987	12827	738	12162	738	12176
3	A165 Beeford to Brandesburton	60	920	11119	1292	12160	1065	11523	1065	11537
4	B1242 Lissett to Skipsea	35	123	2637	153	2668	157	2672	157	2672
5	Beeford Road	48	49	1258	78	1418	82	1410	82	1422
6	B1242 Skipsea to End	57	125	2787	184	2978	192	2973	192	2986
7	Dunnington Lane	48	68	157	124	334	146	361	146	361
8	Catfoss Road	37	40	912	83	1037	84	1053	89	1071
9	A165 Brandesburton to Leven	70	671	11959	1086	13125	860	12502	865	12534
10	A1035 Leven to Catwick	48	174	7773	247	7978	255	7971	258	7994
11	Catwick Stub	43	10	220	40	275	48	278	51	288
12	A1035 Leven to A165	70	1505	19750	1993	21118	1775	20486	1783	20540
13	A165 from A1035 to Skirlaugh	60	708	9298	1427	10433	1254	10034	1271	10059
14	A165 through Skirlaugh	30	708	9298	1427	10147	1254	9873	1271	9892
15	A165 from Skirlaugh to Coniston	60	708	9298	1427	10147	1254	9873	1271	9892
16	A165 from Coniston to Holderness Road	40	708	9298	1427	10147	1254	9873	1271	9892
17	A165/Holderness Road	40	837	28655	1556	29493	1383	29218	1400	29236



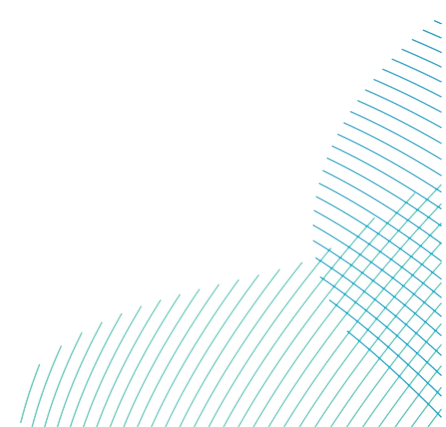
Link ID	Description	Speed (mph)	2026 Future Base		2026 Future plus Construction - In Isolation Project Peak Daily Flows plus Cumulative Projects Daily Flows		2026 Future plus Construction - Sequential Projects Peak Daily Flows plus Cumulative Projects Daily Flows		2026 Future plus Construction - Concurrent Projects Peak Daily Flows plus Cumulative Projects Daily Flows	
			Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles
18	A165/Holderness Road	40	1382	16617	1639	16948	1382	16617	1382	16617
19	Mount Pleasant/A1033	30	1618	20786	2991	22230	2197	21378	2260	21442
20	A1033 Slip Road	30	1314	12456	2621	13813	1893	13047	1956	13111
21	A1033/Hedon Road	40	5558	44009	6865	45366	6137	44600	6200	44664
22	A1033/Hedon Road	40	1314	12456	2621	13830	1893	13064	1956	13129
23	A1033/Hedon Road	40	3900	32485	4362	32947	4446	33031	4463	33048
24	A63	40	5978	47522	7351	48915	6557	48101	6620	48164
25	A63	70	7177	57169	8081	58093	7177	57169	7177	57169
26	A63	70	7686	59764	8590	60688	7686	59764	7686	59764
27	A63	70	7738	53581	9255	55448	8317	54490	8380	54577
28	A15/Boothferry Road	40	3597	33963	5114	35830	4176	34872	4239	34959
29	Humberbridge	60	3150	33604	3150	34217	3150	33889	3150	33910
30	A164	60	1620	20842	3137	23475	2199	22085	2262	22196
31	A164	60	1620	20842	3137	23475	2199	22085	2262	22196
32	A164	40	1620	20842	3137	23752	2199	22299	2262	22425
33	A164	50	1870	36412	3387	39322	2449	37870	2512	37995
34	A164	50	1870	36412	3387	39577	2449	38094	2512	38234
35	A164	50	1870	36412	3387	39555	2449	38074	2512	38210



Link ID	Description	Speed (mph)	2026 Future Base		2026 Future plus Construction - In Isolation Project Peak Daily Flows plus Cumulative Projects Daily Flows		2026 Future plus Construction - Sequential Projects Peak Daily Flows plus Cumulative Projects Daily Flows		2026 Future plus Construction - Concurrent Projects Peak Daily Flows plus Cumulative Projects Daily Flows	
			Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles
36	Dunflat Road off A164	36	48	2187	104	2505	71	2238	73	2243
37	Coppleflat Lane	36	79	2742	135	3060	102	2793	104	2798
38	A164	40	1195	24692	1921	26384	1763	25953	1780	26029
39	B1248	48	635	12075	646	12259	635	12145	635	12150
40	A1033/Thomas Clarkson Way	40	1007	21543	2380	23459	1586	22195	1649	22263
45	A1033	40	1117	23913	2490	26033	1696	24709	1759	24787
46	A1174	31	597	15404	597	15772	597	15521	597	15530
49	A1174	31	597	15404	597	15772	597	15521	597	15530
50	A164/ Woodmansey	50	592	10750	1319	12392	1160	11970	1177	12046
51	A164/Woodmansey	50	592	10750	1319	12392	1160	11970	1177	12046
52	A1174/A164	30	1022	17596	1772	19980	1590	18933	1607	19018
53	A1174/A164/Swinemoor Lane	30	1022	17596	1772	19980	1590	18933	1607	19018
54	A1035	50	1198	19046	1924	21789	1767	20327	1785	20423
55	A1035	50	1198	19046	1924	21884	1767	20417	1785	20519
56	A1035	50	1198	19046	1935	21422	1767	20597	1785	20703
57	A1035/A164	50	933	13107	1277	14224	1008	13382	1008	13395
58	Ings Road	17	2	91	123	1686	68	237	68	239
59	Driffield Road	51	413	10828	714	11628	444	10873	444	10873



Link ID	Description	Speed (mph)	2026 Future Base		2026 Future plus Construction - In Isolation Project Peak Daily Flows plus Cumulative Projects Daily Flows		2026 Future plus Construction - Sequential Projects Peak Daily Flows plus Cumulative Projects Daily Flows		2026 Future plus Construction - Concurrent Projects Peak Daily Flows plus Cumulative Projects Daily Flows	
			Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles	Total HGV	Total vehicles
60	A1035	60	1216	11294	1654	12514	1383	11816	1383	11836
61	A1035/Dog Kennel Lane	60	1230	16474	1678	17342	1379	16937	1379	16954
62	A1174	50	172	6004	241	6319	239	6146	241	6160
63	A1079	70	1584	22297	2333	24342	2042	23410	2059	23456
64	Killingwoldgraves Lane	51	292	6883	363	7608	339	6991	343	7003
65	A1079/Bishop Burton	53	887	12344	887	12653	887	12484	887	12494
66	A1079	70	1248	20026	2621	22659	1827	21013	1890	21099
68	Coppleflat Lane	51	292	6883	363	7608	339	6991	343	7003
69	B1230	59	0	0	0	589	0	0	0	0
71	Broadgate/B1230	41	146	6558	193	6699	193	6693	197	6709
73	Eske Lane	32	3	53	41	177	56	203	56	194
74	Mount Pleasant/A1033 and Stoneferry Rd/A1165	40	2344	27381	3717	29264	2923	28005	2986	28071
75	Sutton Road/A1033	40	1007	21543	2380	23474	1586	22195	1649	22263
76	Marfleet Road	30	584	11753	1046	12232	1130	11770	1147	12335



## 25.4.3 Noise From Off-Site Construction Traffic Assessment

3. All road traffic noise impacts on road links to be used during the construction of Dogger Bank South (DBS) Offshore Wind Farms (the Projects) were assessed by undertaking of Basic Noise Level (BNL) calculations using methods outlined in Calculation of Road Traffic Noise (CRTN), provided in **Table 25-4-3**. For AAWT total vehicular 18hr flows less than 1000; the method outlined in the Noise Advisory Council (NAC) guide has been applied. This method calculates the façade  $L_{Aeq,T}$  at 10m from road edge.
4. The magnitude of impact assessment is presented alongside the predicted change in noise levels to provide context to the results. The magnitude of impact criteria are set out in **Volume 7, Chapter 25 Noise (application ref: 7.25)** and these criteria have been agreed with the EHO at East Riding of Yorkshire Council.
5. It is important to note that the assessment of effects (rather than magnitude of impact) is presented within **Volume 7, Chapter 25 Noise (application ref: 7.25)**. In addition to the magnitude of impact, the assessment of effects considers factors such as receptor sensitivity, activity duration and the nature of the existing sound climate.
6. Two road links with flows below 1,000 have been scoped out due to proximity with busier roads:
  - Link 7 – Dunnington Lane: The nearest receptor is on A165 Beeford to Brandesburton (Link 3). Noise at this receptor is likely to be dominated by Link 3 (2026 Future AAWT = 8619, BNL = 72.1).
  - Link 58 – Ings Road: The nearest receptor is adjacent to A1035/A164 (Link 57). Noise at this receptor is likely to be dominated by Link 57 (2026 Future AAWT = 10161, BNL = 71.2).

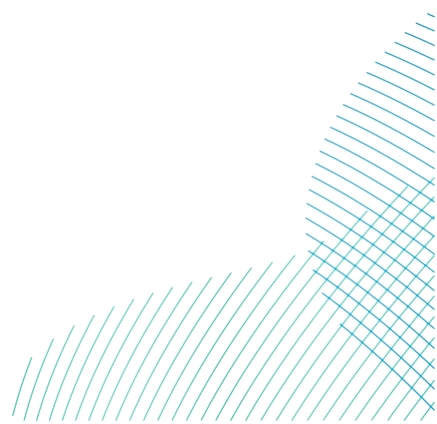
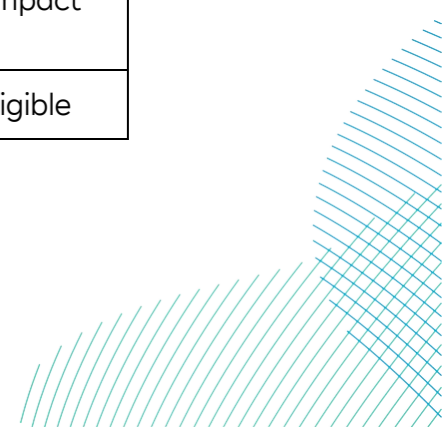


Table 25-4-3 Calculated BNLS, dB Change and Construction Road Traffic Magnitude of Impact

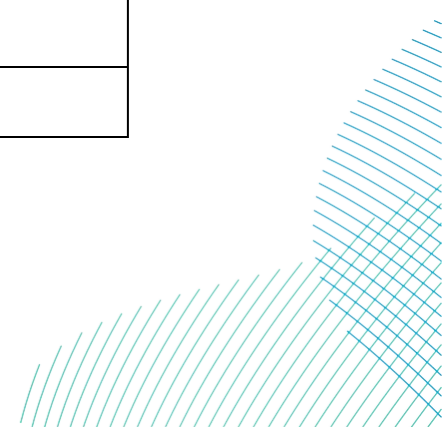
Link ID	Description	Basic Noise Level, dB L <sub>A10,18h</sub>				Overall Change, dB			Magnitude of Impact		
		2026 Factored Base [Scenario 1]	2026 Future plus Construction - In Isolation Project Peak Daily Flows [Scenario 2]	2026 Future plus Construction - Sequential Projects Peak Daily Flows [Scenario 3]	2026 Future plus Construction - Concurrent Projects Peak Daily Flows [Scenario 4]	Projects In Isolation [Scenario 2] minus [Scenario 1]	Projects Sequential [Scenario 3] minus [Scenario 1]	Projects Concurrent [Scenario 4] minus [Scenario 1]	Projects In Isolation	Projects Sequential	Projects Concurrent
1	A165 Carnaby to Lissett	73.2	73.2	73.2	73.2	0.0	0.0	0.0	No Impact	No Impact	No Impact
2	A165 Lissett to Beeford	71.8	71.9	71.9	71.9	0.1	0.1	0.1	Negligible	Negligible	Negligible
3	A165 Beeford to Brandesburton	73.3	73.6	73.6	73.6	0.3	0.3	0.3	Negligible	Negligible	Negligible
4*	B1242 Lissett to Skipsea	62.2	62.6	62.6	62.6	0.4	0.4	0.4	Negligible	Negligible	Negligible
5*	Beeford Road	57.1	58.8	58.8	58.9	1.7	1.7	1.8	Low	Low	Low
6*	B1242 Skipsea to End	65.8	66.6	66.6	66.6	0.8	0.8	0.8	Negligible	Negligible	Negligible
7^	Dunnington Lane	55.2	58.1	58.7	58.7	2.9	3.4	3.4	N/A	N/A	N/A
8^	Catfoss Road	57.3	58.3	58.3	58.4	1.0	1.1	1.2	Low	Low	Low
9	A165 Brandesburton to Leven	74.5	74.9	74.9	74.9	0.4	0.4	0.4	Negligible	Negligible	Negligible
10	A1035 Leven to Catwick	68.9	69.2	69.2	69.2	0.3	0.3	0.3	Negligible	Negligible	Negligible
11^	Catwick Stub	52.4	54.5	54.9	55.1	2.1	2.4	2.6	Low	Low	Low
12	A1035 Leven to A165	77.0	77.3	77.3	77.3	0.3	0.3	0.3	Negligible	Negligible	Negligible
13	A165 from A1035 to Skirlaugh	72.4	73.3	73.5	73.5	0.9	1.1	1.1	Negligible	Low	Low
14	A165 through Skirlaugh	68.4	69.6	69.8	69.8	1.2	1.4	1.4	Low	Low	Low
15	A165 from Skirlaugh to Coniston	72.4	73.3	73.4	73.5	0.9	1.0	1.1	Negligible	Low	Low



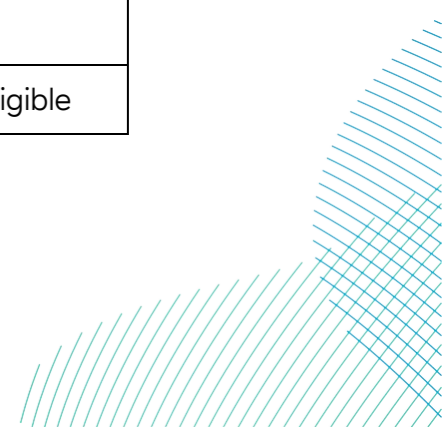
Link ID	Description	Basic Noise Level, dB L <sub>A10,18h</sub>				Overall Change, dB			Magnitude of Impact		
		2026 Factored Base [Scenario 1]	2026 Future plus Construction - In Isolation Project Peak Daily Flows [Scenario 2]	2026 Future plus Construction - Sequential Projects Peak Daily Flows [Scenario 3]	2026 Future plus Construction - Concurrent Projects Peak Daily Flows [Scenario 4]	Projects In Isolation [Scenario 2] minus [Scenario 1]	Projects Sequential [Scenario 3] minus [Scenario 1]	Projects Concurrent [Scenario 4] minus [Scenario 1]	Projects In Isolation	Projects Sequential	Projects Concurrent
16	A165 from Coniston to Holderness Road	69.6	70.7	70.9	70.9	1.1	1.3	1.3	Low	Low	Low
17	A165/Holderness Road	73.4	73.9	74.0	74.0	0.5	0.6	0.6	Negligible	Negligible	Negligible
18	A165/Holderness Road	72.3	72.3	72.3	72.3	0.0	0.0	0.0	No Impact	No Impact	No Impact
19	Mount Pleasant/A1033	72.0	72.5	72.7	72.7	0.5	0.7	0.7	Negligible	Negligible	Negligible
20	A1033 Slip Road	70.4	71.2	71.3	71.4	0.8	0.9	1.0	Negligible	Negligible	Low
21	A1033/Hedon Road	77.3	77.5	77.6	77.6	0.2	0.3	0.3	Negligible	Negligible	Negligible
22	A1033/Hedon Road	71.5	72.2	72.4	72.5	0.7	0.9	1.0	Negligible	Negligible	Low
23	A1033/Hedon Road	75.9	76.2	76.2	76.2	0.3	0.3	0.3	Negligible	Negligible	Negligible
24	A63	77.7	77.9	77.9	77.9	0.2	0.2	0.2	Negligible	Negligible	Negligible
25	A63	82.3	82.3	82.3	82.3	0.0	0.0	0.0	No Impact	No Impact	No Impact
26	A63	82.5	82.5	82.5	82.5	0.0	0.0	0.0	No Impact	No Impact	No Impact
27	A63	82.2	82.4	82.4	82.4	0.2	0.2	0.2	Negligible	Negligible	Negligible
28	A15/Boothferry Road	75.9	76.2	76.2	76.3	0.3	0.3	0.4	Negligible	Negligible	Negligible
29	Humberbridge	78.3	78.3	78.3	78.3	0.0	0.0	0.0	No Impact	No Impact	No Impact
30	A164	76.0	76.5	76.5	76.6	0.5	0.5	0.6	Negligible	Negligible	Negligible



Link ID	Description	Basic Noise Level, dB L <sub>A10,18h</sub>				Overall Change, dB			Magnitude of Impact		
		2026 Factored Base [Scenario 1]	2026 Future plus Construction - In Isolation Project Peak Daily Flows [Scenario 2]	2026 Future plus Construction - Sequential Projects Peak Daily Flows [Scenario 3]	2026 Future plus Construction - Concurrent Projects Peak Daily Flows [Scenario 4]	Projects In Isolation [Scenario 2] minus [Scenario 1]	Projects Sequential [Scenario 3] minus [Scenario 1]	Projects Concurrent [Scenario 4] minus [Scenario 1]	Projects In Isolation	Projects Sequential	Projects Concurrent
31	A164	76.0	76.5	76.5	76.6	0.5	0.5	0.6	Negligible	Negligible	Negligible
32	A164	73.2	73.8	73.9	74.0	0.6	0.7	0.8	Negligible	Negligible	Negligible
33	A164	76.5	76.9	76.9	77.0	0.4	0.4	0.5	Negligible	Negligible	Negligible
34	A164	76.5	76.9	77.0	77.0	0.4	0.5	0.5	Negligible	Negligible	Negligible
35	A164	76.5	76.9	77.0	77.0	0.4	0.5	0.5	Negligible	Negligible	Negligible
36*	Dunflat Road off A164	60.3	60.8	60.8	60.8	0.5	0.5	0.5	Negligible	Negligible	Negligible
37*	Coppleflat Lane	62.2	62.5	62.5	62.5	0.3	0.3	0.3	Negligible	Negligible	Negligible
38	A164	73.3	73.8	73.9	73.9	0.5	0.6	0.6	Negligible	Negligible	Negligible
39	B1248	71.4	71.4	71.4	71.4	0.0	0.0	0.0	No Impact	No Impact	No Impact
40	A1033/Thomas Clarkson Way	72.6	73.2	73.3	73.4	0.6	0.7	0.8	Negligible	Negligible	Negligible
45	A1033	73.1	73.6	73.7	73.8	0.5	0.6	0.7	Negligible	Negligible	Negligible
46	A1174	69.6	69.6	69.6	69.6	0.0	0.0	0.0	No Impact	No Impact	No Impact
49	A1174	69.6	69.6	69.6	69.6	0.0	0.0	0.0	No Impact	No Impact	No Impact
50	A164/Woodmansey	71.3	72.4	72.5	72.6	1.1	1.2	1.3	Low	Low	Low
51	A164/Woodmansey	71.3	72.4	72.5	72.6	1.1	1.2	1.3	Low	Low	Low
52	A1174/A164	70.7	71.6	71.7	71.8	0.9	1.0	1.1	Negligible	Low	Low



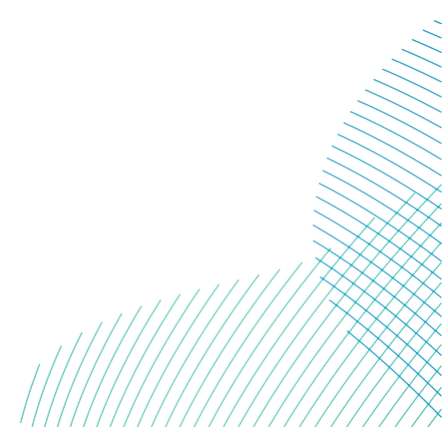
Link ID	Description	Basic Noise Level, dB L <sub>A10,18h</sub>				Overall Change, dB			Magnitude of Impact		
		2026 Factored Base [Scenario 1]	2026 Future plus Construction - In Isolation Project Peak Daily Flows [Scenario 2]	2026 Future plus Construction - Sequential Projects Peak Daily Flows [Scenario 3]	2026 Future plus Construction - Concurrent Projects Peak Daily Flows [Scenario 4]	Projects In Isolation [Scenario 2] minus [Scenario 1]	Projects Sequential [Scenario 3] minus [Scenario 1]	Projects Concurrent [Scenario 4] minus [Scenario 1]	Projects In Isolation	Projects Sequential	Projects Concurrent
53	A1174/A164/Swinemoor Lane	70.7	71.6	71.7	71.8	0.9	1.0	1.1	Negligible	Low	Low
54	A1035	73.9	74.5	74.6	74.7	0.6	0.7	0.8	Negligible	Negligible	Negligible
55	A1035	73.9	74.6	74.7	74.7	0.7	0.8	0.8	Negligible	Negligible	Negligible
56	A1035	73.9	74.6	74.7	74.7	0.7	0.8	0.8	Negligible	Negligible	Negligible
57	A1035/A164	72.5	72.6	72.6	72.6	0.1	0.1	0.1	Negligible	Negligible	Negligible
58^	Ings Road	45.6	51.2	52.4	52.4	5.6	6.8	6.8	N/A	N/A	N/A
59	Driffield Road	71.0	71.1	71.1	71.1	0.1	0.1	0.1	Negligible	Negligible	Negligible
60	A1035	73.8	74.0	74.1	74.1	0.2	0.3	0.3	Negligible	Negligible	Negligible
61	A1035/Dog Kennel Lane	74.9	75.1	75.1	75.1	0.2	0.2	0.2	Negligible	Negligible	Negligible
62	A1174	68.2	68.4	68.5	68.5	0.2	0.3	0.3	Negligible	Negligible	Negligible
63	A1079	77.4	77.8	77.9	77.9	0.4	0.5	0.5	Negligible	Negligible	Negligible
64	Killingwoldgraves Lane	69.2	69.4	69.4	69.4	0.2	0.2	0.2	Negligible	Negligible	Negligible
65	A1079/Bishop Burton	72.7	72.7	72.7	72.7	0.0	0.0	0.0	No Impact	No Impact	No Impact
66	A1079	76.8	77.3	77.4	77.5	0.5	0.6	0.7	Negligible	Negligible	Negligible
68	Coppleflat Lane	69.2	69.4	69.4	69.4	0.2	0.2	0.2	Negligible	Negligible	Negligible
69	B1230	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
71	Broadgate/B1230	66.9	67.2	67.2	67.2	0.3	0.3	0.3	Negligible	Negligible	Negligible



Link ID	Description	Basic Noise Level, dB L <sub>A10,18h</sub>				Overall Change, dB			Magnitude of Impact		
		2026 Factored Base [Scenario 1]	2026 Future plus Construction - In Isolation Project Peak Daily Flows [Scenario 2]	2026 Future plus Construction - Sequential Projects Peak Daily Flows [Scenario 3]	2026 Future plus Construction - Concurrent Projects Peak Daily Flows [Scenario 4]	Projects In Isolation [Scenario 2] minus [Scenario 1]	Projects Sequential [Scenario 3] minus [Scenario 1]	Projects Concurrent [Scenario 4] minus [Scenario 1]	Projects In Isolation	Projects Sequential	Projects Concurrent
73 <sup>^</sup>	Eske Lane	43.8	50.8	51.7	51.6	7.0	7.9	7.8	High	High	High
74	Mount Pleasant/A1033 and Stoneferry Rd/A1165	74.5	74.9	75.0	75.0	0.4	0.5	0.5	Negligible	Negligible	Negligible
75	Sutton Road/A1033	72.6	73.2	73.3	73.4	0.6	0.7	0.8	Negligible	Negligible	Negligible
76	Marfleet Road	68.7	69.8	69.9	70.0	1.1	1.2	1.3	Low	Low	Low

\* AAWT total vehicular 18hr flows between ≥1000 to ≤4000 vehicles; Low flow correction applied

<sup>^</sup> AAWT total vehicular 18hr flows <1000; NAC method applied and values are façade L<sub>Aeq,T</sub> at 10m from road edge



## 25.4.4 Noise From Off-Site Construction Traffic and Cumulative Schemes Assessment

7. Cumulative schemes daily flows have been included in the cumulative construction road traffic assessment, provided in **Table 25-4-4**. Note that any road links with no impact without cumulative schemes included have been scoped out of the cumulative construction road traffic assessment.

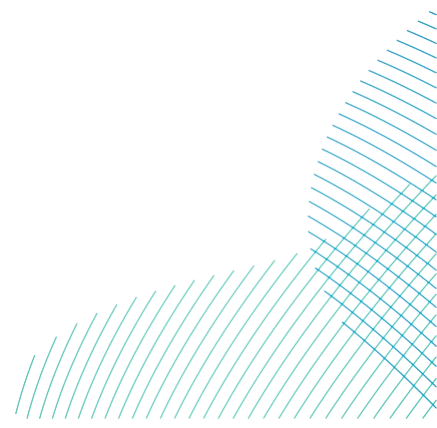
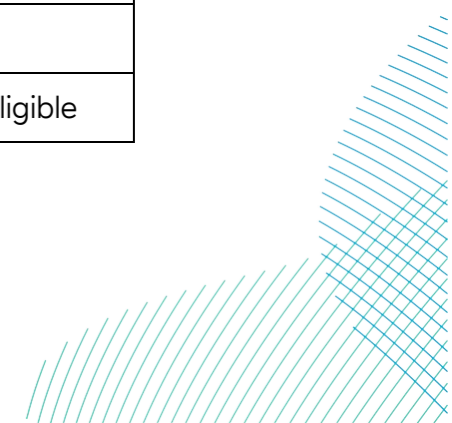


Table 25-4-4 Cumulative Assessment - Calculated BNLS, dB Change and Construction Road Traffic Magnitude of Impact

Link ID	Description	Basic Noise Level, dB L <sub>A10,18h</sub>				Overall Change, dB			Magnitude of Impact		
		2026 Factored Base [Scenario 1]	2026 Future plus Construction - In Isolation Project Peak Daily Flows plus Cumulative Schemes Daily Flows [Scenario 5]	2026 Future plus Construction - Sequential Projects Peak Daily Flows plus Cumulative Schemes Daily Flows [Scenario 6]	2026 Future plus Construction - Concurrent Projects Peak Daily Flows plus Cumulative Schemes Daily Flows [Scenario 7]	Projects In Isolation [Scenario 5] minus [Scenario 1]	Projects Sequential [Scenario 6] minus [Scenario 1]	Projects Concurrent [Scenario 7] minus [Scenario 1]	Projects In Isolation	Projects Sequential	Projects Concurrent
1	A165 Carnaby to Lissett	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2	A165 Lissett to Beeford	71.8	72.5	72.5	72.5	0.7	0.7	0.7	Negligible	Negligible	Negligible
3	A165 Beeford to Brandesburton	73.3	74.1	74.1	74.1	0.8	0.8	0.8	Negligible	Negligible	Negligible
4*	B1242 Lissett to Skipsea	62.2	62.6	62.6	62.6	0.4	0.4	0.4	Negligible	Negligible	Negligible
5*	Beeford Road	57.1	58.8	58.8	58.9	1.7	1.7	1.8	Low	Low	Low
6*	B1242 Skipsea to End	65.8	66.6	66.6	66.6	0.8	0.8	0.8	Negligible	Negligible	Negligible
7^	Dunnington Lane	55.2	58.1	58.7	58.7	2.9	3.4	3.4	Low	Medium	Medium
8^	Catfoss Road	57.3	58.3	58.3	58.4	1.0	1.1	1.2	Low	Low	Low
9	A165 Brandesburton to Leven	74.5	75.3	75.4	75.4	0.8	0.9	0.9	Negligible	Negligible	Negligible
10	A1035 Leven to Catwick	68.9	69.2	69.2	69.2	0.3	0.3	0.3	Negligible	Negligible	Negligible
11^	Catwick Stub	52.4	54.5	54.9	55.1	2.1	2.4	2.6	Low	Low	Low
12	A1035 Leven to A165	77.0	77.5	77.6	77.6	0.5	0.6	0.6	Negligible	Negligible	Negligible
13	A165 from A1035 to Skirlaugh	72.4	73.8	73.9	74.0	1.4	1.5	1.6	Low	Low	Low
14	A165 through Skirlaugh	68.4	70.2	70.3	70.4	1.8	1.9	2.0	Low	Low	Low
15	A165 from Skirlaugh to Coniston	72.4	73.7	73.9	73.9	1.3	1.5	1.5	Low	Low	Low

Link ID	Description	Basic Noise Level, dB L <sub>A10,18h</sub>				Overall Change, dB			Magnitude of Impact		
		2026 Factored Base [Scenario 1]	2026 Future plus Construction - In Isolation Project Peak Daily Flows plus Cumulative Schemes Daily Flows [Scenario 5]	2026 Future plus Construction - Sequential Projects Peak Daily Flows plus Cumulative Schemes Daily Flows [Scenario 6]	2026 Future plus Construction - Concurrent Projects Peak Daily Flows plus Cumulative Schemes Daily Flows [Scenario 7]	Projects In Isolation [Scenario 5] minus [Scenario 1]	Projects Sequential [Scenario 6] minus [Scenario 1]	Projects Concurrent [Scenario 7] minus [Scenario 1]	Projects In Isolation	Projects Sequential	Projects Concurrent
16	A165 from Coniston to Holderness Road	69.6	71.2	71.4	71.4	1.6	1.8	1.8	Low	Low	Low
17	A165/Holderness Road	73.4	74.1	74.2	74.2	0.7	0.8	0.8	Negligible	Negligible	Negligible
18	A165/Holderness Road	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
19	Mount Pleasant/A1033	72.0	73.5	73.6	73.6	1.5	1.6	1.6	Low	Low	Low
20	A1033 Slip Road	70.4	72.3	72.5	72.5	1.9	2.1	2.1	Low	Low	Low
21	A1033/Hedon Road	77.3	77.9	77.9	78.0	0.6	0.6	0.7	Negligible	Negligible	Negligible
22	A1033/Hedon Road	71.5	73.3	73.4	73.5	1.8	1.9	2.0	Low	Low	Low
23	A1033/Hedon Road	75.9	76.2	76.2	76.2	0.3	0.3	0.3	Negligible	Negligible	Negligible
24	A63	77.7	78.2	78.2	78.3	0.5	0.5	0.6	Negligible	Negligible	Negligible
27	A63	82.2	82.6	82.6	82.7	0.4	0.4	0.5	Negligible	Negligible	Negligible
28	A15/Boothferry Road	75.9	76.7	76.8	76.8	0.8	0.9	0.9	Negligible	Negligible	Negligible
29	Humberbridge	78.3	78.3	78.3	78.3	N/A	N/A	N/A	N/A	N/A	N/A
30	A164	76.0	77.3	77.4	77.4	1.3	1.4	1.4	Low	Low	Low
31	A164	76.0	77.3	77.4	77.4	1.3	1.4	1.4	Low	Low	Low
32	A164	73.2	74.8	74.9	74.9	1.6	1.7	1.7	Low	Low	Low

Link ID	Description	Basic Noise Level, dB L <sub>A10,18h</sub>				Overall Change, dB			Magnitude of Impact		
		2026 Factored Base [Scenario 1]	2026 Future plus Construction - In Isolation Project Peak Daily Flows plus Cumulative Schemes Daily Flows [Scenario 5]	2026 Future plus Construction - Sequential Projects Peak Daily Flows plus Cumulative Schemes Daily Flows [Scenario 6]	2026 Future plus Construction - Concurrent Projects Peak Daily Flows plus Cumulative Schemes Daily Flows [Scenario 7]	Projects In Isolation [Scenario 5] minus [Scenario 1]	Projects Sequential [Scenario 6] minus [Scenario 1]	Projects Concurrent [Scenario 7] minus [Scenario 1]	Projects In Isolation	Projects Sequential	Projects Concurrent
33	A164	76.5	77.5	77.6	77.6	1.0	1.1	1.1	Low	Low	Low
34	A164	76.5	77.5	77.6	77.6	1.0	1.1	1.1	Low	Low	Low
35	A164	76.5	77.5	77.6	77.6	1.0	1.1	1.1	Low	Low	Low
36*	Dunflat Road off A164	60.3	61.9	61.9	61.9	1.6	1.6	1.6	Low	Low	Low
37*	Coppleflat Lane	62.2	63.3	63.3	63.3	1.1	1.1	1.1	Low	Low	Low
38	A164	73.3	74.1	74.2	74.2	0.8	0.9	0.9	Negligible	Negligible	Negligible
40	A1033/Thomas Clarkson Way	72.6	74.2	74.3	74.3	1.6	1.7	1.7	Low	Low	Low
45	A1033	73.1	74.5	74.6	74.7	1.4	1.5	1.6	Low	Low	Low
50	A164/ Woodmansey	71.3	72.8	73.0	73.0	1.5	1.7	1.7	Low	Low	Low
51	A164/Woodmansey	71.3	72.8	73.0	73.0	1.5	1.7	1.7	Low	Low	Low
52	A1174/A164	70.7	72.1	72.2	72.2	1.4	1.5	1.5	Low	Low	Low
53	A1174/A164/Swinemoor Lane	70.7	72.1	72.2	72.2	1.4	1.5	1.5	Low	Low	Low
54	A1035	73.9	75.0	75.1	75.1	1.1	1.2	1.2	Low	Low	Low
55	A1035	73.9	75.0	75.1	75.1	1.1	1.2	1.2	Low	Low	Low
56	A1035	73.9	74.9	75.0	75.1	1.0	1.1	1.2	Low	Low	Low
57	A1035/A164	72.5	73.1	73.2	73.2	0.6	0.7	0.7	Negligible	Negligible	Negligible

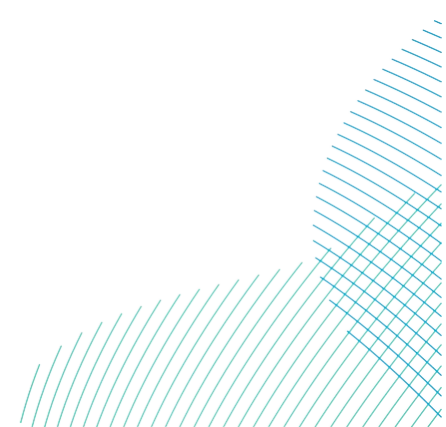




Link ID	Description	Basic Noise Level, dB L <sub>A10,18h</sub>				Overall Change, dB			Magnitude of Impact		
		2026 Factored Base [Scenario 1]	2026 Future plus Construction - In Isolation Project Peak Daily Flows plus Cumulative Schemes Daily Flows [Scenario 5]	2026 Future plus Construction - Sequential Projects Peak Daily Flows plus Cumulative Schemes Daily Flows [Scenario 6]	2026 Future plus Construction - Concurrent Projects Peak Daily Flows plus Cumulative Schemes Daily Flows [Scenario 7]	Projects In Isolation [Scenario 5] minus [Scenario 1]	Projects Sequential [Scenario 6] minus [Scenario 1]	Projects Concurrent [Scenario 7] minus [Scenario 1]	Projects In Isolation	Projects Sequential	Projects Concurrent
58^	Ings Road	45.6	58.8	59.1	59.1	13.3	13.5	13.5	High	High	High
59	Driffield Road	71.0	71.8	71.9	71.9	0.8	0.9	0.9	Negligible	Negligible	Negligible
60	A1035	73.8	74.5	74.6	74.6	0.7	0.8	0.8	Negligible	Negligible	Negligible
61	A1035/Dog Kennel Lane	74.9	75.5	75.5	75.5	0.6	0.6	0.6	Negligible	Negligible	Negligible
62	A1174	68.2	68.6	68.7	68.7	0.4	0.5	0.5	Negligible	Negligible	Negligible
63	A1079	77.4	78.2	78.2	78.2	0.8	0.8	0.8	Negligible	Negligible	Negligible
64	Killingwoldgraves Lane	69.2	69.7	69.7	69.7	0.5	0.5	0.5	Negligible	Negligible	Negligible
66	A1079	76.8	78.1	78.2	78.2	1.3	1.4	1.4	Low	Low	Low
68	Coppleflat Lane	69.2	69.7	69.7	69.7	0.5	0.5	0.5	Negligible	Negligible	Negligible
71	Broadgate/B1230	66.9	67.2	67.2	67.2	0.3	0.3	0.3	Negligible	Negligible	Negligible
73^	Eske Lane	43.8	50.8	51.7	51.6	7.0	7.9	7.8	High	High	High
74	Mount Pleasant/A1033 and Stoneferry Rd/A1165	74.5	75.6	75.7	75.7	1.1	1.2	1.2	Low	Low	Low
75	Sutton Road/A1033	72.6	74.2	74.3	74.3	1.6	1.7	1.7	Low	Low	Low
76	Marfleet Road	68.7	69.8	69.9	70.0	1.1	1.2	1.3	Low	Low	Low

\* AAWT total vehicular 18hr flows between ≥1000 to ≤4000 vehicles; Low flow correction applied

Link ID	Description	Basic Noise Level, dB L <sub>A10,18h</sub>				Overall Change, dB			Magnitude of Impact		
		2026 Factored Base [Scenario 1]	2026 Future plus Construction - In Isolation Project Peak Daily Flows plus Cumulative Schemes Daily Flows [Scenario 5]	2026 Future plus Construction - Sequential Projects Peak Daily Flows plus Cumulative Schemes Daily Flows [Scenario 6]	2026 Future plus Construction - Concurrent Projects Peak Daily Flows plus Cumulative Schemes Daily Flows [Scenario 7]	Projects In Isolation [Scenario 5] minus [Scenario 1]	Projects Sequential [Scenario 6] minus [Scenario 1]	Projects Concurrent [Scenario 7] minus [Scenario 1]	Projects In Isolation	Projects Sequential	Projects Concurrent
^ AAWT total vehicular 18hr flows <1000; NAC method applied and values are façade L <sub>Aeq,T</sub> at 10m from road edge											



## 25.4.5 Summary

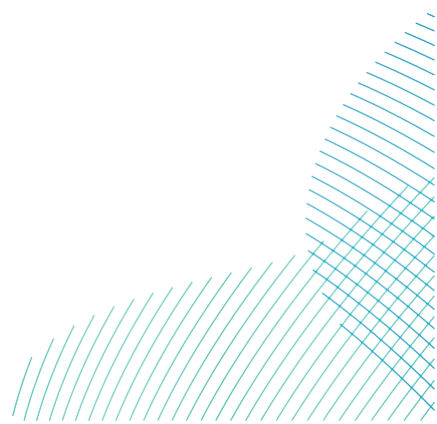
8. **Table 25-4-5** and **Table 25-4-6** provide a summary of the number of links defined by each magnitude of impact from the BNL calculations presented in **Table 25-4-3** and **Table 25-4-4** both the DBS East and DBS West In Isolation and Concurrent Scenarios respectively.

Table 25-4-5 Magnitude of Impact Due to Peak Construction Road Traffic

No impact	Negligible	Low	Medium	High
<b>Projects In Isolation</b>				
9	46	8	0	1
<b>Projects Sequentially</b>				
9	42	12	0	1
<b>Projects Concurrently</b>				
9	40	14	0	1

Table 25-4-6 Magnitude of Impact Due to Peak Construction Road Traffic and Cumulative Schemes Road Traffic

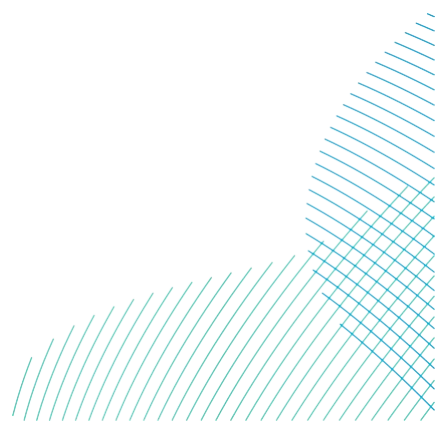
No impact	Negligible	Low	Medium	High
<b>Projects In Isolation</b>				
0	23	31	0	1
<b>Projects Sequentially</b>				
0	23	31	0	1
<b>Projects Concurrently</b>				
0	23	31	0	1



## References

Department of Transport, Welsh Office (1988) Calculation of Road Traffic Noise (CRTN). London, HMSO.

The Noise Advisory Council (1978) A Guide to Measurement and Prediction of the Equivalent Continuous Sound Level Leq. London, HMSO.



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