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The Planning Inspectorate
Outer Dowsing Offshore Wind Project

My response to ExQ1 – Q1 TT 14

I have documented below the Question Description, the Applicant's Response and my response (LCC are also invited to respond). I have also included a map of the area covered with comments on the last page.

Description

Construction Traffic Effects

In [RR-093], Nicholas Alexander Sermon has raised concerns about a construction compound within 100 meters of the property and the effects of construction traffic on the property. In the Applicant's response to Relevant Representations RR-093.001 of [PD1-071], the Applicant states the basis for selecting Construction Access Point 40 and the maximum number of construction Heavy Goods Vehicles (HGVs) to Construction Access Points 40 and 41 [AS1-012]. Do you find the Applicant's conclusions in RR-093.001 [PD1-071] satisfactory? If not, please provide your reasoning.

Applicant's Response to Compound Concerns

The applicant appreciates the concerns raised in this representation.

The Applicant would like to provide assurance that the potential impacts on local residents has been assessed in detail with no significant effects identified. The Applicant has assessed Traffic and Transport in Chapter 27 of the Environmental Statement (APP-082) and in relation to the routes referred to in the representation and construction access points AC40 and 41, the maximum number of daily Heavy Goods Vehicles (HGVs) anticipated to access AC-40/AC-41 is 77 (two-way, which is the total of the arrivals and departures), as set out in Table 27.27 in Chapter 27 Traffic and Transport (ASI-052), with a large proportion of these to AC-41 only, which would not pass the property. AC-40 services the relatively short section between the River Witham (The Haven) and Wyberton Roads and will be used for a relatively short period, primarily during the cable installation under the Haven.

The position of AC-40 has been selected in order to utilise an existing farm access across a vegetated strip of land and by using it the Applicant is avoiding the need to remove trees and vegetation or the creation of a new track over the flood defence at this location.

The maximum number of construction HGVs to AC-40/AC-41 is anticipated to occur for a maximum period of four months, with the average number of daily HGVs across the construction programme to AC40/AC-41 forecast to be 11 two-way. The location of the construction accesses referred to are shown in the Access to Works Plan (ASI-012), Sheets 34-35.

Applicant's Response to Footpath Concerns

The Applicant acknowledges the use of the footpath and route to Frampton Marsh, and this is assessed in Chapter 27 Traffic and Transport (ASI-052) – see Table 27.47 – with no significant effect identified. Users of the footpath (Wybe/2/4) would be warned of construction vehicles using Wyberton Roads through signage, the proposals for which would be set out in the final Construction Traffic Management Plan (CTMP).

An Outline CTMP (APP-289) setting out the types of control measures that would be implemented to minimise the impacts of construction traffic for the users of the footpath (Wybe/2/4) has been prepared and submitted with the DCO application. This is also set out in the Outline Public Access Management Plan (PAMP) (APP-291). A final CTMP and PAMP would be prepared prior to construction in accordance with the principles outlined in the Outline management plans.

The requirement to obtain approval for the final CTMP and PAMP is secured through the Requirements of the DCO (ASI-024) Requirement 21 (Traffic) and 22 (Public Rights of Way) which also ensures that all plans must be submitted to and approved by the relevant highway authority in consultation with the relevant planning authority.

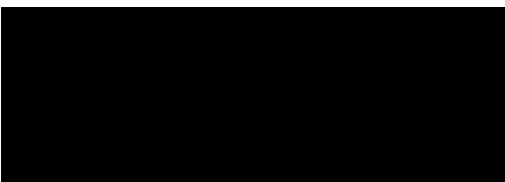
My Response

I do not find the Applicant's response and conclusions entirely satisfactory, specifically:

- The (primarily) HGV traffic assessment for Wyberton Roads seem to have been assessed as “reasonable”. However, as the map at the end of this letter notes several sections that plan to be used are incapable of having cars & HGVs being able to pass each other.
 - Vehicles in most places would have to mount grass verges to pass, and in some places even this would not allow vehicles to pass one another – in poor weather verges would be muddy and vehicles could get stuck.
 - There is a blind double bend close to the White House access road which will be a bottleneck and would require one of the vehicles to reverse if meeting another one.
 - Wyberton Roads is one of only two routes to Frampton Marsh Nature Reserve, and traffic varies considerably e.g. seasons, weather, school holidays, spotting of rare birds etc. – I doubt that the traffic assessment takes this into account. Adding 77 traffic movements daily is significant i.e. over 9 additional vehicle movements per hour in an 8-hour working day.
 - From a selfish perspective, exiting from my driveway will be more difficult, and potentially more dangerous, than currently due to the increased volume of traffic and size of vehicles using the road. The exit is effectively blind and requires slow exit to allow passing vehicles to spot a car exiting my property.
- The comments about use of the footpath as a combined pedestrian, cycle, non-project vehicles and project vehicles is, in my opinion, an accident waiting to happen.
 - There is no way that a footpath should be used in this way, especially as access to the footpath at the first corner is blind when walking down the bank.
 - Dog walkers would need to take their pets onto the field to allow HGVs to pass. The field is not level and would be a slip/trip hazard, which could potentially release dogs from their leads into oncoming traffic.
 - I cannot see any opportunity for vehicles (e.g. Frampton Marsh vehicles) to safely pass HGVs on the footpath/track, apart from one passing point.

Please do not hesitate to contact me should you require explanation of any of the above points or require me to attend any hearings or meetings.

Yours faithfully



Nicholas Alexander Sermon (Nick Sermon)

