

37.1 INTRODUCTION

- 37.1.1 This chapter provides an assessment of the impacts on traffic and transport which are expected during construction of the Compensation Site. Impacts on traffic and transport relating to the AMEP are covered in *Chapter 15*.

37.2 LEGISLATION, POLICY AND GUIDANCE

- 37.2.1 Legislation, policy and guidance on traffic and transport which are common to both AMEP and the Compensation Site and are included in *Chapter 15*. Any relevant plans and policies contained within the ERYC Local Plan which are specific to the Compensation Site are summarised below.

Local Plan Policy

ERYC Holderness District Wide Local Plan

- 37.2.2 Policy U13 of the ERYC Local Plan states that flood defence works will only be supported provided satisfactory routeing of construction vehicles can be agreed (ERYC, 1999).

37.3 ASSESSMENT METHODOLOGY AND CRITERIA

Overview

- 37.3.1 Impacts on traffic and transport will be limited to assessing impacts relating to the construction phase of the Compensation Site. The impacts on traffic and transport will be temporary and therefore it was not necessary to collect quantitative baseline traffic data or assess traffic distribution. The assessment has therefore focused on the impact on local roads of increased traffic and HGVs during the construction period. It is anticipated that there will be no impacts on traffic and transport arising from the operation of the Compensation Site.

Sensitive Receptors

- 37.3.2 The sensitive receptors identified that may be affected due to the construction of the Compensation Site will be the local road network, specifically Cherry Cobb Sands Road (for vehicles accessing Cherry

Cobb Sands intertidal site) and Newlands Lane (for vehicles accessing Old Little Humber Farm wet grassland site), as well as other local roads that connect these minor roads to the A1033. Local residents are also receptors which may be impacted by construction traffic on roads. The impacts on local residents from noise and air quality are considered in *Chapter 38* and *Chapter 39* respectively.

Significance Criteria

- 37.3.3 The assessment of impacts on traffic and transport from the Compensation Site uses the same significance criteria as for the AMEP as detailed in *Chapter 15*.

37.4 CONSULTATION

- 37.4.1 Consultation comments received that relate to traffic and transport at the Compensation Site are detailed in *Annex 2.2* together with a description of how the comments have been addressed within the Environmental Statement.
- 37.4.2 A meeting was held with ERYC on 17 November 2010 to discuss the general impacts of the Compensation Site, including issues associated with increased traffic during construction. The level of assessment for traffic and transport was outlined and it was agreed that further consultation would take place once details of the design had been finalised.
- 37.4.3 During consultation with the ERYC highways department, the most appropriate routes for construction traffic to enter and exit the site at Cherry Cobb Sands were agreed. In addition, ERYC have advised that a Traffic Management Plan is required to further reduce the impact on traffic and transport. This may include mitigation measures in addition to those presented here.

37.5 BASELINE

Roads

- 37.5.1 Road access to Cherry Cobb Sands intertidal site will be from Cherry Cobb Sands Road (an unclassified single lane carriageway), which runs north-west to south-east along the eastern boundary of the site. The major road in the area is the A1033 which passes approximately 4 km north of Cherry Cobb Sands Road and is a single carriageway. Access between Cherry Cobb Sands Road and the A1033 is via unclassified

37.5.5 The Humber Estuary is lined by ports and docks on both the north and south banks. The closest port to the compensation land is at Immingham docks, located on the opposite bank of the estuary. At the Queen Elizabeth dock in Hull, P&O North Sea ferries operate a crossing to Rotterdam.

37.5.6 The closest airport to the site is Humberside Airport, located 10 km south-west of Immingham, see *Chapter 21*.

Cycle Network

37.5.7 There are no national cycle network routes within or adjacent to the Compensation Site. The closest route is National Route 66 north of Ryehill some 6 km away (Sustrans, 2011).

37.6 IMPACTS

Construction Phase

Roads

Cherry Cobb Sands

37.6.1 A preferred route for the delivery of plant and materials to Cherry Cobb Sands has been determined through consultation with ERYC. The route for inbound vehicles, including deliveries of plant and materials, will take the A63 to the A1033 and then just west of Keyingham turn south on Marsh Lane, then Marsh Road which then joins Cherry Cobb Sands Road (*Figure 37.2*). The route for outbound vehicles is from Cherry Cobb Sands Road onto Marsh Road, then Corn Market and north onto Marsh Lane before joining the A1033 (*Figure 37.2*). These routes are on minor local roads and by having an incoming and outgoing route this will minimise the frequency of HGVs meeting. All major and local roads used by construction related traffic will remain open and unobstructed throughout the construction period.

37.6.2 Once leaving the A1033, the inbound route passes approximately 10 residential properties which lie adjacent to the local roads, whilst the outbound route from Cherry Cobb Sands Road to the A1033 passes 12 residential properties. Local residents and farmers who use Marsh Lane, Corn Market, Marsh Road and Cherry Cobb Sands Road are likely to experience an increase in traffic along local roads.

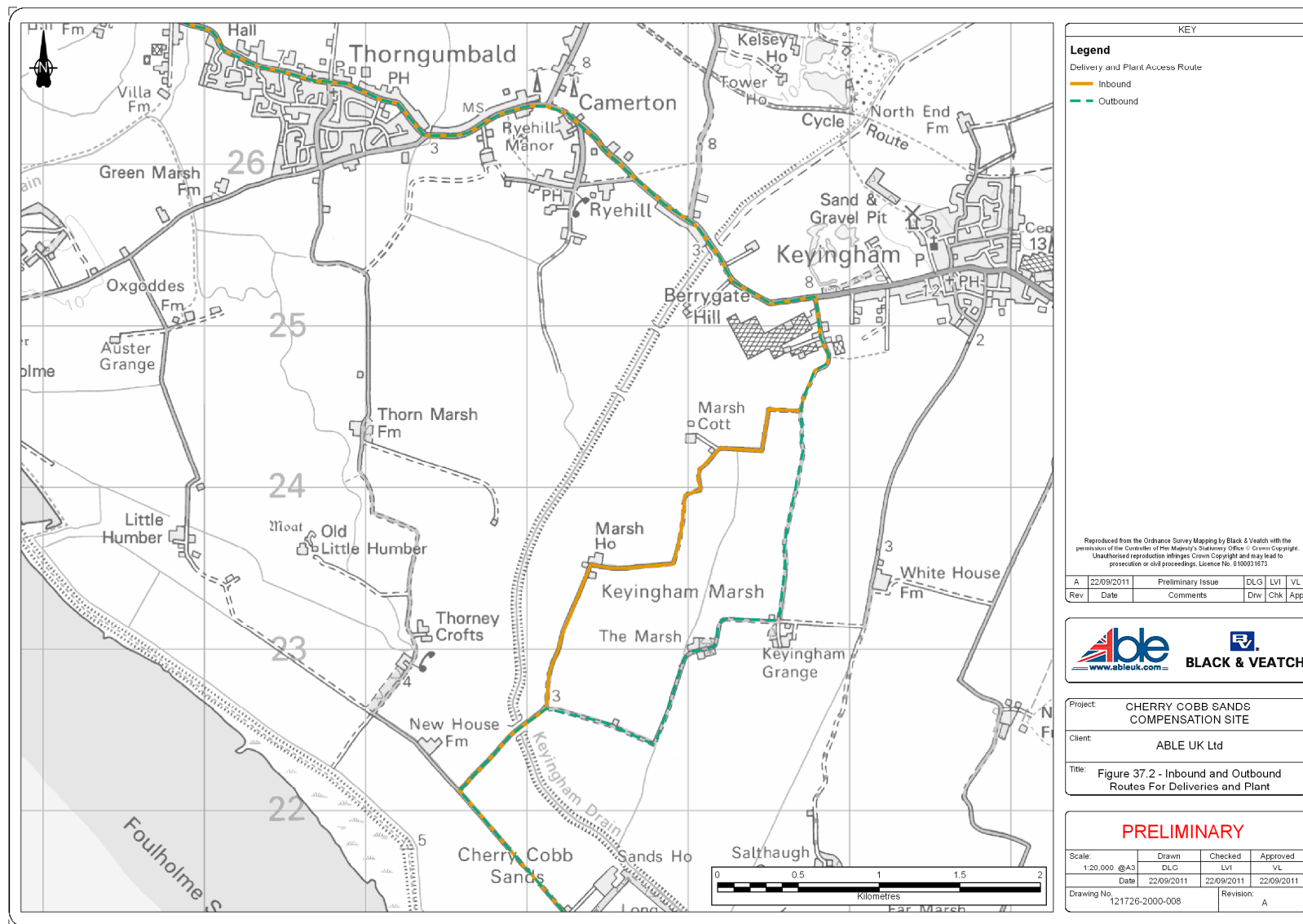


Figure 37-2 Inbound and outbound routes for deliveries of plant and materials from A1033 to the Cherry Cobb Sands site.

- 37.6.3 Deliveries will include lime, silos for lime storage, erosion protection and construction plant. Lime /cement and erosion protection materials will be brought in by HGV whilst approximately 17 items of plant and two 45 tonne silos will be brought in on 'low-loaders' which are long articulated vehicles. The number of deliveries has been calculated to be an average of six deliveries a day for a six month period (based on the use of 38 tonne standard articulated vehicles to deliver the lime/cement and erosion protection materials).
- 37.6.4 The increase in traffic may lead to minor delays to local residents and farmers who may have to wait for trucks to pass using the passing places. There are a number of existing passing places and generally there are good views along the roads due to the flat nature of the surroundings which facilitates the passing of vehicles along these roads.
- 37.6.5 Local residents are likely to be accustomed to some level of traffic disturbance from agricultural vehicles which use the local roads. The sensitivity of the local residents and farmers is assessed as high as their daily activities depend upon unrestricted movement within their environment. The magnitude of effect is assessed as being very low as there will be no loss of access for local residents and the average number of deliveries per day is small. The overall impact is assessed as being of temporary minor negative significance. The impacts of noise on local residents are considered in *Chapter 38*.
- 37.6.6 The increase in traffic on main roads including the M62, A63 and A1033 is considered to be of negligible significance given the large amount of traffic which these roads carry.
- 37.6.7 During construction there will be approximately 20 workers on site who will travel to and from site by car, using the local roads. Given the relatively small number of workers and the fact that they are likely to share at least some of the journeys and may not all use the same route to travel to work, the impacts on local roads and local residents is assessed as being of negligible significance.
- 37.6.8 During construction there will be loss of access to two private tracks, which will become a permanent loss once the site is operational.

An average of six return journeys of HGVs per day on local roads is unlikely to damage the fabric of the roads. Mitigation measures will be employed to ensure that any damage is repaired to ensure the quality of the roads is not affected, the impact is therefore of negligible significance

Old Little Humber Farm

37.6.9 It is proposed that road access to Old Little Humber Farm will be from Newlands Lane, which runs north-west to south-east along the western boundary of the site. Access between Newlands Lane and the A1033 is likely to be via Darks Lane and Hooks Lane to the south of Thorngumbald, although it is anticipated that some construction vehicles will also use the route from the intertidal site via Cherry Cobb Sands Lane. The effect is assessed as being of temporary minor negative significance.

37.6.10 There will be limited construction vehicles required for the two month construction period at Old Little Humber Farm. Up to two bulldozers will be brought onto the site on low loaders at the beginning of the construction period and removed at the end. No materials will be brought to or removed from site. During and following construction there will be loss of access to a couple of private tracks within the fields.

Public Transport

37.6.11 Given the limited public transport connections to the Compensation Site it is unlikely that any workers will utilise the bus services to get to site and therefore there will be no significant impact on public transport services.

Cycle Network

37.6.12 Given the distance of the national cycle network route construction of the Compensation Site will have no significant effect on this route.

Operation Phase

37.6.13 Following construction of the new embankment and inundation of the intertidal site at Cherry Cobb Sands there will be loss of two private access tracks. As the land use within the site will change there will no longer be a need for farm machinery to use these tracks. Access to the foreshore will be provided by a new public right of way which will be accessible from Cherry Cobb Sands Road. Given that the use of the access tracks will no longer be required, the effect of loss of these access tracks is assessed as being not significant.

37.7 CUMULATIVE IMPACTS

Construction Phase

- 37.7.1 An onshore cable for an offshore wind farm will be laid around 1 km from Cherry Cobb Sands Road and within the land at Old Little Humber Farm. Works to lay the cable are unlikely to take place at the same time as the Compensation Site, therefore there will be no cumulative impact associated with the two schemes. No other cumulative impacts upon traffic and transport are anticipated.

37.8 MITIGATION MEASURES

- 37.8.1 Early consultation with the local residents will inform them of when the works will be carried out and what increase in traffic they can expect to experience. This will help residents to plan their journeys to take account of the small increase in traffic on local roads. Access to all of the properties will be maintained at all times.
- 37.8.2 Prior to construction a photographic baseline survey will be done of local roads to record the baseline quality of the road infrastructure. Any damage to local roads from delivery of construction plant and materials, such as increase size of pot holes or new cracks in the roads that are attributable to the works will be repaired to the same or better state compared with what was recorded in the baseline survey.
- 37.8.3 ERYC has suggested that there may be a need for temporary passing places to be created to facilitate the flow of traffic on local roads. A Traffic Management Plan will be developed prior to construction and the need for additional passing places will be assessed at this time.

37.9 RESIDUAL IMPACTS

Construction Phase

- 37.9.1 The residual impacts on traffic and transport from construction of the Compensation Site do not differ from the predicted levels of significance as outlined in *Section 37.6*. Although the mitigation measures will act to reduce the impacts on traffic, it will not alter the significance of the effects.