The Sizewell C Project

6.18 Fourth Environmental Statement Addendum
Volume 3: Appendices Part 1 of 2

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CONTENTS

PART 1 (THIS PART)

APPENDIX 2A TRACKED CHANGE AND CLEAN VERSIONS OF VOLUME 2, CHAPTER 2 DESCRIPTION OF PERMANENT DEVELOPMENT OF THE ES

APPENDIX 2B TRACKED CHANGE AND CLEAN VERSIONS OF VOLUME 2 VOLUME 2, CHAPTER 5 DECOMMISSIONING OF THE ES

APPENDIX 2C TRANSPORT ENVIRONMENTAL ASSESSMENT ADDENDUM

APPENDIX 2D UPDATED LONG AND SHORT LIST OF CUMULATIVE SCHEMES

PART 2

APPENDIX 3A BEEMS TR552 SIZEWELL C DESALINATION PLANT CONSTRUCTION DISCHARGE H1 TYPE ASSESSMENT

APPENDIX 3B ENVIRONMENTAL RISK RECORD

APPENDIX 2A TRACKED CHANGE AND CLEAN VERSIONS OF VOLUME 2, CHAPTER 2 DESCRIPTION OF PERMANENT DEVELOPMENT OF THE ES

CONTENTS

2 DESCRIPTION OF PERMANENT DEVELOPMENT 5
2.1 Introduction 5
2.2 Overview of the permanent development 6
2.3 Controlled flexibility 9
2.4 Main platform 10
2.5 Sizewell B relocated facilities and National Grid land 28
2.6 Offshore works area 41
2.7 Temporary construction area, including Upper Abbey Farm 43
2.8 Fen meadow compensation areas 47
2.9 Leiston off-site sports facilities 47
2.10 Proposed design strategies 48

REFERENCES 53

TABLES

Table 2.1: Parameters for buildings, plant and structures on the main platform. 10
Table 2.2: Parameters for stacks on the main platform. 12
Table 2.3: Parameters for other development on the main platform 13
Table 2.4: Description of ancillary buildings 26
Table 2.5: Parameters for Sizewell B relocated facilities and National Grid land. 30
Table 2.6: Coordinates for offshore works 41
Table 2.7: Parameters for buildings, plant and structures in the Upper Abbey Farm area. 44

PLATES

None provided.

FIGURES

Environmental Statement Volume 2 Chapter 2 (Doc Ref. 6.3) [APP-183]

Figure 2.1: Landscape masterplan (Operational) – illustrative (*superseded by Second Environmental Statement Addendum, Figure 2.2.2)*

Figure 2.2: Main development site general arrangement illustrative - for information

Figure 2.3: Operational parameter plan: main development site, key plan

Figure 2.4: Operational parameter plan, main platform (*superseded by First Environmental Statement Addendum, Figure 2.2.8)*

Figure 2.5: Operational parameter plan: main development site, Upper Abbey Farm *(superseded by Updated Main Development Site Environmental Statement and First Environmental Statement Addendum Figures)*

Figure 2.6: Operational parameter plan, SZB relocated facilities and National Grid land (*superseded by First Environmental Statement Addendum, Figure 2.2.12)*

Figure 2.7: Marine Works

Figure 2.8: Permanent sea defence illustrative view (*superseded by First Environmental Statement Addendum, Figure 2.2.24)*

Figure 2.9: Northern Mound typical section (*superseded by First Environmental Statement Addendum, Figure 2.2.23)*

Figure 2.10: Beach Landing Facility illustrative view (*superseded by First Environmental Statement Addendum, Figure 2.2.5)*

Figure 2.11: SSSI Crossing illustrative view (*superseded by Updated Main Development Site Environmental Statement and First Environmental Statement Addendum Figures)*

Figure 2.12: Leiston off-site sports facilities illustrative layout *(superseded by Updated Main Development Site Environmental Statement and First Environmental Statement Addendum Figures)*

Figure 2.13: Sizewell drain and main platform typical cross-section

First Environmental Statement Addendum Volume 2 (Doc Ref. 6.14) [AS-190 and AS-191]

Figure 2.2.1: Operational Parameter Plan, bat barn

Figure 2.2.5: Illustrative view of the permanent beach landing facility

Figure 2.2.7: Sizewell B Relocated Facilities Revised Site Layout (Option 1)

Figure 2.2.8: Operational parameter plan, main platform

Figure 2.2.9: Illustrative view of Coronation Wood Development Area (Option 1)

Figure 2.2.10: Illustrative view of Pillbox Field (Option 1)

Figure 2.2.11: Sizewell B Relocated Facilities Alternative Layout (Option 2)

Figure 2.2.12: Operational parameter plan, SZB relocated facilities and National Grid land

Figure 2.2.16: Illustrative view of the proposed change to SSSI crossing *(superseded by Updated Main Development Site Environmental Statement and First Environmental Statement Addendum Figures)*

Figure 2.2.22: Permanent Sea Defence Cross Section

Figure 2.2.23: Northern Mound Cross Section

Figure 2.2.24: Illustrative view of the proposed change to the permanent HCDF

Figure 2.2.25: Permanent Sea Defence Cross Section (Adaptive)

Figure 2.2.26: Pakenham fen meadow compensation area site boundary

Figure 2.2.32: Proposed Bridleway Link between Aldhurst Farm and Kenton Hills

Figure 2.2.41: Landscape masterplan (Operational) – illustrative (*superseded by Second Environmental Statement Addendum, Figure 2.2.2)*

Updated Main Development Site Environmental Statement and First Environmental Statement Addendum Figures (Doc Ref. 6.14(B))

Figure 2.3: Operational parameter plan, key plan: main development site, Upper Abbey Farm (Revision 2.0)

Figure 2.5: Operational parameter plan: main development site, Upper Abbey Farm (Revision 2.0)

Figure 2.11: SSSI Crossing Illustrative View (Revision 2.0)

Figure 2.12: Leiston off-site sports facilities illustrative layout (Revision 2.0)

Second Environmental Statement Addendum Figures (Doc Ref. 6.16 Ch)

Figure 2.2.2: Landscape Masterplan (Operational) – illustrative

APPENDICES

Environmental Statement Volume 2 Chapter 2 (Doc Ref. 6.3)

Appendix 2A: Outline drainage strategy

Appendix 2B: Lighting management plan

Unless specifically stated, where a document reference is provided, it refers to the document series. Refer to the **Navigation Document** (Doc Ref. 1.3) for the latest revision number.

2 DESCRIPTION OF PERMANENT DEVELOPMENT

2.1 Introduction

2.1.1 This chapter sets out the permanent proposals for the main development site, which comprises the total area needed for constructing and operating the Sizewell C nuclear power station (Sizewell C). The site boundary of the main development site is shown on **Figure 1.1** of **Chapter 1** of **Volume 2** of the **ES**.

2.1.2 Details on the construction of Sizewell C are provided in **Chapter 3** of this volume, including a summary of the temporary development required within the main development site to facilitate construction. Details of the commissioning and operation of Sizewell C are found in **Chapter 4** of this volume. Details of decommissioning of Sizewell C are found in **Chapter 5** of **Volume 2** of the **ES**.

2.1.3 Further details of the design of permanent buildings and landscape are set out in the **Sizewell C Main Development Site Design and Access Statement** (Doc Ref. 8.1). Further details on the management of ecology and the landscape are set out in the **Outline Landscape and Ecological Management Plan** (Doc Ref. 8.2).

2.1.4 The main development site comprises five components, which are illustrated in **Figure 1.2** of **Chapter 1** of **Volume 2** of the **ES**:

- Main platform: the area that would become the power station itself.
- Sizewell B relocated facilities and National Grid land: the area that certain Sizewell B facilities would be moved to in order to release other land for the proposed development, and land required for the National Grid infrastructure.
- Offshore works area: the area where offshore cooling water infrastructure and other marine works would be located.
- Temporary construction area: the area located primarily to the north and west of the proposed site of special scientific interest (SSSI) crossing, which would be used to support construction activity on the main platform.
- Land to the East of Eastlands Industrial Estate (LEEIE): the area to the north of Sizewell Halt and King George's Avenue, which would be used to support construction on the main platform and temporary construction area.

2.1.5 LEEIE comprises temporary development only and therefore details are set out in **Chapter 3** of **Volume 2** of the **ES**.

2.1.6 The following additional permanent developments are described in this chapter:

- Off-site sports facilities at Leiston, which would be used during the construction stage as a shared outdoor sports facility for Alde Valley School, the local community and construction workers, as shown on **Figure 1.3** of **Chapter 1** of this volume.
- Fen meadow compensation sites to the south of Benhall, to the north of Pakenham and to the east of Halesworth, as shown on **Figure 1.4** and **Figure 1.5** of **Chapter 1** of **Volume 2** of the **ES** (Doc Ref. 6.3) and **Figure 2.2.26** of **Volume 2** of the **First ES Addendum**.

2.1.7 The marsh harrier habitat improvement area (Westleton), if required, would be temporary development and is therefore described in **Volume 2 Chapter 3** of the **ES** (Doc Ref. 6.3).

2.1.8 Other forms of associated development are described and assessed in **Volumes 3 to 9** of the **ES** (Doc Ref. 6.4 to 6.9).

2.2 Overview of the permanent development

2.2.1 Sizewell C would be located immediately to the north of the existing Sizewell B power station and would comprise two United Kingdom European Pressurised Reactor (UK EPR™) units with an expected net electrical output of approximately 1,670 megawatts (MW) per unit, giving a total site capacity of approximately 3,340MW. The new nuclear power station would represent the nationally significant infrastructure project component of the proposed development.

2.2.2 In summary, permanent development at the main development site would comprise the following building, engineering or other operations as shown in **Figure 2.2** of **Volume 2** of the **ES** (Doc Ref. 6.3) and **Figure 2.2.2** of **Volume 2** of the **Second ES Addendum.**

a) Nuclear islands

- Two nuclear islands, including two UK EPR™ reactor buildings and associated annexed buildings and structures containing the safety systems, fuel handing systems and access facilities, together with the adjacent emergency diesel generator buildings.

b) Conventional islands

- Two conventional islands, each including a turbine hall and associated electrical buildings for the export and distribution of electrical power.

c) Operational building

- An operational service centre (a multi-purpose building), which allows for access into the nuclear islands, including storage areas, workshops, store rooms, laboratories, data centre, offices and associated support and welfare facilities, including the staff restaurant.

d) Cooling water pumphouses and associated buildings

- Two cooling water pumphouses with related infrastructure (one for each UK EPR™ reactor).

e) Ancillary buildings

- Plant, office/access, storage and fuel and waste management.
- National Grid 400 kilovolt (kV) substation, alterations to the existing National Grid substation and associated diversion of overhead lines.
- Relocation of several Sizewell B ancillary buildings including the outage store, training centre; administrative buildings; visitor centre; and, office, canteen and welfare facilities.
- Associated buildings, structures and plant outside of the power station perimeter.

f) Marine works and associated infrastructure

- The cooling water system and combined drainage outfall in the North Sea.

g) Other site structures, infrastructure and works, including highway works and earthworks.

- Overhead power lines and pylons connecting the conventional islands to the National Grid substation.
- Replacement of an existing National Grid pylon and power line south of Sizewell C.

- Installation of a cut-off wall and cut-off wall platform and associated deep excavations within the main platform.
- Vehicular and pedestrian crossing over the Sizewell Marshes SSSI south of Goose Hill in the form of a bridge and embankments.
- A beach landing facility (BLF) proposed for freight and abnormal indivisible loads (AILs) arriving by sea.
- Relocation of certain Sizewell B infrastructure, including: outage laydown area; access roads; up to 579 operational car parking spaces (Option 1).
- Relocation of certain Sizewell B infrastructure, including: outage laydown area; up to 112 replacement car parking spaces; access roads; up to 576 outage car parking spaces; and, outage car park access roads (Option 2).
- Diversion and creation of rights of way including Bridleway 19.
- Power station access road, linking the SSSI crossing with a new roundabout onto Abbey Road (B1122).
- Up to 770 operational car parking spaces and up to 600 outage car parking spaces.
- Realignment of Lover's Lane, Eastbridge Road (part) and other highway works.
- Replacement vehicular access from Valley Road to adjoining farmland to the north.
- Mammal culvert under Lover's Lane between Sizewell Marshes SSSI and Aldhurst Farm.
- Realignment of the junction of the B1122 Abbey Road and Lover's Lane.
- Flood defences and coastal protection measures.
- Onshore components of the marine infrastructure.
- Water supply and drainage measures, including realignment of Sizewell Drain.

- Landscape restoration works and planting, including flood mitigation and associate wetland habitat.
- Additional parking spaces at Kenton Hills car park.
- Fencing, lighting and other security provisions.

2.2.3 In addition to the above permanent development at the main development site, the following permanent off-site developments would take place:

- New sports facilities located on existing playing fields at Alde Valley school in Leiston.
- Fen meadow compensation areas located at Halesworth, Pakenham and Benhall.

2.2.4 Details of a temporary marsh harrier habitat improvement area (Westleton), if required, are set out in **Chapter 3**, **Volume 2** of the **ES**.

2.2.5 Sizewell C would result in the permanent loss of approximately 6.52ha of land within the Sizewell Marshes SSSI. Further details on individual habitat losses within the SSSI, alongside proposed mitigation and compensation, are set out in **Volume 2, Chapter 14** of the **ES**.

2.3 Controlled flexibility

2.3.1 SZC Co. has adopted a parameters approach which identifies defined envelopes for the permanent development within which future development would be located.

2.3.2 The reason for adopting this approach is to ensure that SZC Co. has enough flexibility to allow detailed designs to evolve and be submitted following grant of development consent.

2.3.3 The parameters are defined on:

- **Figure 2.3** and **Figure 2.5** of the **Volume 2** of the **ES**; and
- **Figures 2.2.1, 2.2.8 and 2.2.12** of **Volume 2** of the **First ES Addendum**.

2.3.4 The parameters define zones within which each of the buildings listed in **Tables 2.1, 2.2, 2.3, 2.5** and **2.7** in **Volume 2** of the **ES** would be located.

2.3.5 Parameters for marine elements described in **Table 2.6** are shown on the **Work Plans** (Doc Ref. 2.3) on **Figure 2.7** in **Volume 2** of the **ES**.

2.4 Main platform

2.4.1 The main platform is where Sizewell C would be permanently located. **Figure 2.2** indicatively shows how the main platform could be designed.

2.4.2 **Tables 2.1** – **2.3** set out the parameters for development on the main platform, which are also secured as a Requirement in Schedule 2 of the **Draft Development Consent Order** (Doc Ref. 3.1).

2.4.3 The tables should be read in conjunction with the parameter plans shown on **Volume 2**, **Figure 2.2.8** of the **First ES Addendum** and **Figure 2.5** of **Volume 2** of the **ES** and the text below.

2.4.4 The finished ground level of the main platform would be 7.3m Above Ordnance Datum (AOD), with minor variations as necessary to provide for adequate drainage.

Table 2.1: Parameters for buildings, plant and structures on the main platform.

Building/structure details	Maximum height (mAOD)
Parameter Zone 1A-1 (nuclear islands)	
Fuel building x 2 (Work No. 1A(a)(ii))	47
Fuel building hall x2 (Work No. 1A(a)(iii))	27
Boron storage building x 2 (Work No. 1A(a)(iv))	27
Safeguard building x 8 (Work No. 1A(a)(v))	50
Nuclear auxiliary building x 2* (Work No. 1A(a)(vi))	47
Access tower x 2 (Work No. 1A(a)(viii))	37
Radioactive waste storage building x 1 (Work No. 1A(a)(ix))	27
Radioactive waste process building x 1 (Work No. 1A(a)(x))	27
Radioactive waste treatment building x 1 (Work No. 1A(a)(xi))	27
Hot laundry building x 1 (Work No. 1A(a)(xii))	27
Hot workshop, hot warehouse, facilities for decontamination x 1 (Work No. 1A(a)(xiii))	27
Effluent tanks and refuelling water tanks x 1 (Work No. 1A(a)(xiv))	27
Emergency diesel generator building x 4* (Work No. 1A(a)(xv))	39
Cooling water discharge weir building (type 1) x 2 (Work No. 1A(a)(xvi))	27

Building/structure details	Maximum height (mAOD)
Cooling water discharge weir building (type 2) x 2 (Work No. 1A(a)(xvii))	27
Parameter Zone 1A-2 (reactor buildings)	
Reactor building x 2 (Work No. 1A(a)(i))	72
Parameter Zone 1A-3 (conventional islands)	
Turbine hall x 2 (Work No. 1A(b)(i))	57
Sky bridges x 2 (Work No. 1A(b)(ii))	32
Conventional Island electrical building x 2 (Work No. 1A(b)(iii))	35
Gas insulated switchgear building x 2 (Work No. 1A(b)(iv))	35
Main transformer platforms x 2 (Work No. 1A(b)(v))	35
Unit transformer platforms x 4 (Work No. 1A(b)(vi))	35
Auxiliary transformer platforms x 2 (Work No. 1A(b)(vii))	35
Operational service centre x 1 (Work No. 1A(C))	47
Parameter Zone 1A-4 (cooling water pump house and associated buildings and plant)	
Cooling water pump house x 1 (Work No. 1A(e)(i))	29
Forebay x 1 (Work No. 1A(e)(ii))	22
Outfall pond building x 1 (Work No. 1A(e)(iii))	22
Filtering debris recovery pit x 1 (Work No. 1A(e)(iv))	22
Fire-fighting water distribution building x 1 (Work No. 1A(e)(v))	22
Parameter Zone 1A-5 (cooling water pump house and associated buildings and plant)	
Cooling water pump house x 1 (Work No. 1A(e)(i))	29
Forebay x 1 (Work No. 1A(e)(ii))	22
Outfall pond building x 1 (Work No. 1A(e)(iii))	22
Filtering debris recovery pit x 1 (Work No. 1A(e)(iv))	22
Fire-fighting water distribution building x 1 (Work No. 1A(e)(v))	22
Parameter Zone 1A-6 – (waste storage)	
Intermediate level waste store x 1 (Work No. 1A(f))	27
Parameter Zone 1A-7 (spent fuel storage)	
Interim spent fuel store x 1 (Work No. 1A(g))	38
Parameter Zone 1A (ancillary structures) (Work No. 1A(h))	

Building/structure details	Maximum height (mAOD)
Buildings, including (but not limited to): emergency equipment store; main access control building; auxiliary administration building; emergency response centre, emergency response energy centre, secondary access control building; meteorological station; demineralisation station; valve room for the demineralisation station; auxiliary boilers; hydrogen storage; oxygen storage; hydrazine storage; chlorination plant; service ventilation building; raw water & potable water storage/supply; degassed water storage tanks; cooling water discharge shaft; chemical products storage; garage for handling materials; oil & grease storage; contaminated tools store; sewage treatment plant; conventional island water tanks; nuclear island water tank; conventional waste storage; transit area for very low and low level waste; service access buildings; underground tunnel highpoints; battery load banks; warehouse; interim spent fuel store equipment storage building; other ancillary buildings.	27
Parameter Zone 1B (BLF)	
Permanent BLF x 1 (Work No. 1A(m))	6
Parameter Zones P1 – P6 (SZC power station pylons)	
Three monopoles x 2 (Zones P1 and P6) (Work No. 1A(a)(viii))	55
Pylon x 1 (Zone P2) (Work No.1A(d))	75
Pylon x 3 (Zones P3, P4 and P5) (Work No.1A(d))	59

* See Table 2.2 for stacks related to these buildings.

Table 2.2: Parameters for stacks on the main platform.

	Coordinates	Centre maximum radius (m)	Minimum height (mAOD)	Maximum height (mAOD)
Parameter zone S1 – nuclear auxiliary building stack x 1 (Work No.1A. (vii))	X = 647201 Y = 264182	5	77	79
Parameter zone S2 – nuclear auxiliary building stack x 1 (Work No.1A. (vii))	X = 647201 Y = 263952	5	77	79
Parameter zone S3 – Emergency diesel generator building stack x 3* (Work No. 1A(a)(xv))	X = 647224 Y = 264307 / X = 647243 Y = 264307 / X = 647259 Y = 264307	5	36.7	39

	Coordinates	Centre maximum radius (m)	Minimum height (mAOD)	Maximum height (mAOD)
Parameter zone S4 – Emergency diesel generator building stack x 3* (Work No. 1A(a)(xv))	X = 647224 Y = 264133 / X = 647243 Y = 264132 / X = 647259 Y = 264132	5	36.7	39
Parameter zone S5 – Emergency diesel generator building stack x 3* (Work No. 1A(a)(xv))	X = 647224 Y = 264075 / X = 647243 Y = 264074 / X = 647259 Y = 264074	5	36.7	39
Parameter zone S6 – Emergency diesel generator building stack x 3* (Work No. 1A(a)(xv))	X = 647224 Y = 263901 / X = 647243 Y = 263900 / X = 647259 Y = 263900	5	36.7	39

** Emergency diesel generator building exhaust stacks (S3 – S6) will be above the roof height of the building they are attached to.*

Table 2.3: Parameters for other development on the main platform

Details	Minimum crest height (mAOD)	Maximum crest height (mAOD)
Parameter Zone 1C (sea defence)		
Permanent HCDF x 1 (Work No. 1A(o))	12.6	14.6
Permanent HCDF, adapted (Work No. 1A(o))	16.4	18.0
Parameter Zone 1D (Northern mound)		
Northern Mound x 1 (Work No. 1A(o))	12.6	14.6
Parameter Zone 1E (SSSI crossing)		
SSSI crossing x 1 (Work No. 1A(l))	8.6	10.5

2.4.5 The Nuclear Site Licence, which is governed by the Office for Nuclear Regulation (ONR), requires flood risk to also be assessed against 1 in 10,000 and 1 in 100,000 year events for its own purposes. The **Main Development Site Flood Risk Assessment Addendum** states that after

2140 the crest height of the sea defence is likely to need to be increased to 16.4mAOD and by 2090 the crest height of the SSSI Crossing is likely to need to be increased to 10.5mAOD. The parameters set out in Parameter Zones 1C and 1E therefore allow for these maximum heights. The adapted permanent HCDF also includes an allowance for landscaping up to a maximum crest height of +18m AOD.

a) Nuclear islands (Zone 1A-1)

2.4.6 Each of the two nuclear islands would comprise a reactor building surrounded by its associated access, safeguard, diesel and fuel buildings together with auxiliary facilities including effluent tanks and discharge weirs. The following sub-sections describe the structures in more detail. The nuclear islands would share a radioactive waste storage building, a radioactive waste process building and a radioactive waste treatment building.

2.4.7 The design approach to the predominantly industrial principal buildings within the nuclear island is to express the large bold forms based on the functional and engineering requirements and materiality as pre-defined by the UK EPR™ model. This results in a neutral grey colour for the reactor buildings and other industrial buildings where the structural finish is concrete.

i. Fuel buildings and fuel building halls (Work Nos. 1A(a)(ii) and (iii))

2.4.8 Each UK EPR™ reactor unit would have its own fuel building. The fuel buildings each house a fuel storage pool for new and spent fuel and associated fuel handling equipment. Near to the fuel buildings are the fuel building halls which would be used for the reception of new fuel and dispatch of casks containing spent fuel.

ii. Boron storage buildings (Work No. 1A(a)(iv))

2.4.9 Each UK EPR™ reactor unit would have its own boron preparation and storage area. Boric acid would be stored and prepared to help control the reactivity of the core.

iii. Safeguard buildings (Work No. 1A(a)(v))

2.4.10 There would be four safeguard buildings per UK EPR™ reactor unit, each containing safeguard systems to control and remove residual heat from the reactor in the event of abnormal operation. The four safeguard buildings would be physically separated to prevent simultaneous common-mode failure of the safeguard systems and therefore, to provide

redundancy. Each safeguard building can perform all the necessary safety functions independently.

iv. Nuclear auxiliary buildings and stacks (Work Nos. 1A(a)(vi) and (vii))

2.4.11 Each UK EPR™ reactor unit would have its own nuclear auxiliary building, which would house the nuclear operation support systems and the maintenance areas. The main systems installed in the nuclear auxiliary building would comprise:

- the treatment system for primary effluents;
- the spent fuel pool-water treatment system;
- the gaseous effluent treatment system;
- part of the steam generator blow-down treatment and cooling system; and,
- the operational ventilation and chilled water systems of the nuclear auxiliary building.

2.4.12 All air exhausts from the radiological controlled areas are routed, collected, controlled and monitored within the nuclear auxiliary building prior to release through the stacks on the nuclear auxiliary buildings.

v. Access towers (Work No. 1A(a)(viii))

2.4.13 The main function of the access tower on each reactor unit is to enable controlled access to the nuclear islands. Access to the nuclear islands is strictly limited to authorised technical personnel.

vi. Radioactive waste storage, process and treatment buildings (Work Nos. 1A(a)(ix) to (xi))

2.4.14 The radioactive waste storage, process and treatment buildings would serve both UK EPR™ reactor unit. They would be used for the collection, storage, treatment and disposal of liquid and solid radioactive waste.

2.4.15 The waste buildings, which are made of reinforced concrete, would be divided into two sections: one for the storage of solid waste; and the other for liquid effluent and solid waste treatment.

vii. Hot laundry building (Work No. 1A(a)(xii))

2.4.16 The hot laundry building is used to launder radiologically contaminated garments or potentially contaminated garments (i.e. the protective clothing worn by employees when working in contamination-controlled areas). It would be a shared facility for both UK EPR™ reactor units.

viii. Hot workshop, hot warehouse and facilities for decontamination (Work No. 1A(a)(xiii))

2.4.17 The hot workshop, hot warehouse and facilities for decontamination are encompassed in a single structure that would be shared between both UK EPR™ reactor units. The hot workshop is the facility for engineering work on radiologically activated or contaminated plant components, such as valves, pipes and pumps.

2.4.18 The hot warehouse is designed to store activated or contaminated tools and components such as the multi-stud tensioner or spare reactor coolant pump motors.

2.4.19 The facilities for decontamination are designed to reduce or remove radioactive contamination of tools, components or wastes. Decontamination of equipment enables reuse of tools and minimises the volume of radioactive materials requiring disposal.

ix. Effluent tanks and refuelling water tanks (Work No. 1A(a)(xiv))

2.4.20 The effluent tanks, including the refuelling water storage tanks, for the various liquid effluent systems would be located near to the hot laundry building and decontamination facilities and would be a shared facility for both UK EPR™ reactor units. Liquid effluent undergoes different treatment depending on its source: primary effluent treatment, spent effluent treatment or turbine hall drainage water treatment. The different types of effluent are sent to three specific types of tank for temporary storage and checking before discharge.

x. Emergency diesel generator buildings and stacks (Work Nos. 1A(a)(xv))

2.4.21 In order to ensure power is always available to the safety critical infrastructure, even in the event of loss of connection or supply from the National Grid, back-up diesel generators are located on the nuclear island.

2.4.22 Two emergency diesel generator buildings would be provided for each UK EPR™ reactor unit. Each of these buildings would house two emergency

diesel generators and an ultimate diesel generator. In total, there would be twelve back-up diesel generators, comprising eight emergency diesel generators and four ultimate diesel generators. Each building would have three vent stacks.

xi. Cooling water discharge weir buildings (Work Nos. 1A(a)(xvi) and (xvii))

2.4.23 The cooling water discharge weirs consist of two buildings per UK EPR™ reactor unit (type 1 and type 2). These buildings perform multiple functions in order to ensure compliance with the UK safety and fire regulations. Their primary function is to permit the discharge of essential service water.

b) Nuclear islands – reactor buildings (Zone 1A-2) (Work No. 1A(a)(i))

2.4.24 There would be a reactor building housing a reactor unit in each of the two nuclear islands. The reactor buildings would be cylindrical with a dome. The reactor building contains the UK EPR™ reactor and the main components of the nuclear steam supply system. This system produces heat to boil water in a separate secondary circuit, which drives the turbine in the adjacent turbine hall.

2.4.25 The reactor produces heat in a controlled fission reaction contained within a thick-walled steel pressure vessel, containing the nuclear fuel (reactor core) and four cooling loops, each consisting of a reactor coolant pump and a steam generator.

c) Conventional islands (Zone 1A-3)

2.4.26 The conventional island for each UK EPR™ reactor unit would comprise the following: turbine halls; sky bridges; conventional island electrical building and the power transmission platform.

i. Turbine halls (Work No. 1A(b)(i))

2.4.27 Each turbine hall is located adjacent to the reactor building for each UK EPR™ reactor unit and contains a turbine and generator set (turbo-generator) and the main condensers, together with other components.

2.4.28 The turbine halls would comprise a lightweight superstructure and metallic clad enclosure where the applied colour would be chosen to suit its context within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB).

ii. Sky bridges (Work No. 1A(b)(ii))

2.4.29 Sky bridges are required to permit direct access between the turbine halls and the nuclear islands. They would be designed to complement the turbine halls and operational service centre.

iii. Conventional island electrical buildings (Work No. 1A(b)(iii))

2.4.30 The electrical building (one per UK EPR™ reactor unit) houses electrical distribution panels, which provide the permanent power supplies to the nuclear island and the conventional island systems, together with the instrumentation and control system which monitors and manages these systems.

iv. Power transmission platform: switchgear buildings and transformer platforms (Work No. 1A(b)(iv) to (vii))

2.4.31 The function of the power transmission platform (one per UK EPR™ reactor unit) is to transmit the electrical power generated to the National Grid substation. The power transmission platform houses the following key plant items: two gas insulated switchgear buildings; two main transformer platforms; two-unit transformer platforms; and two auxiliary transformer platforms.

2.4.32 Electricity generated is stepped up to 400kV via the main transformer and this power is then transferred to the National Grid 400kV substation via overhead power cables.

v. Operational service centre (Work No. 1A(C))

2.4.33 The operational service centre is a multi-purpose building for Sizewell C and a shared facility for both UK EPR™ reactor units. It accommodates access to the nuclear islands, storage areas, workshops and storerooms, laboratories, offices, a data centre, a medical centre and associated support and welfare facilities, including the staff restaurant. It also accommodates training facilities.

2.4.34 The Sizewell C training centre would be located within the operational service centre and would accommodate a full scope simulation of the reactors. It would be the primary tool for training operators and would also contain a range of classrooms.

2.4.35 The operational service centre would be designed with a courtyard arrangement, with offices arranged around an internal atrium which maximises daylight from the interior of the floorplate and reduces the

extent of windows to the external façade. The centre would be in operation 24 hours a day, seven days a week.

d) Cooling water pump houses and associated buildings and plant (Zones 1A-4 and 1A-5)

i. Cooling water pump houses (Work No. 1A(e)(i))

2.4.36 There would be one cooling water pump house for each UK EPR™ reactor unit, which would draw water from the forebays. The cooling water pump houses would contain equipment supplying seawater as coolant for:

- the nuclear and conventional islands' auxiliary and essential cooling water systems; and
- the condenser cooling system that cools the turbine exhaust steam and condenses it to liquid water for reuse as feed water within the secondary circuit.

2.4.37 Each cooling water pump house would contain four distinct supply channels (separated into 10 'trains') fed with water from the forebay.

2.4.38 Furthermore, each cooling water pump house would incorporate screening systems including drum and band screens specifically designed to prevent the blockage of key elements of plant further downstream within Sizewell C. The majority (approximately 91%) of the flow for condenser cooling associated with electricity generation and the band screens filter the remaining flow (approximately 9%) for the auxiliary and essential cooling water systems.

2.4.39 Each drum screen would be made up of a horizontal axis drum whose outer circumference would be made up of panels of a smooth ('fish friendly') fine mesh. A 10mm mesh size is proposed at Sizewell C due to the high risk of clogging from jellyfish swarms. The inner circumference of each drum screen would have 'fish-friendly' elevator ledges or 'buckets', which would lift debris and marine organisms including fish. Continuous wash-water sprays would then flush the collected material into collection troughs which in turn flush into a gutter for onward flow to the filtering debris recovery pit. In normal operation, the drum screens would rotate at a low speed but if there is any indication of blockage both the rate of rotation and the flow rate of wash-water would be increased.

2.4.40 Each of the cooling water pump houses would also have two rotating band screens to remove debris from the lateral train, prior to passage through the fine bore heat exchanger systems that follow. The band screens would be made up of a continuous belt of linked mesh plates

which are rotated around two horizontal rollers, one positioned at the foot of the waterway and one above, and similarly aligned with a catch bucket and gully for fish return that discharges into the filtering debris recovery pit.

ii. Forebays (Work No. 1A(e)(ii))

2.4.41 There would be one forebay for each UK EPR™ reactor unit, each served by its own dedicated intake tunnel. The forebays serve to smooth the water flow into the cooling water system accounting for the tidal range of the North Sea. The forebays are also interlinked for safety reasons.

iii. Outfall pond buildings (Work No. 1A(e)(iii))

2.4.42 All abstracted sea water, which has served its cooling function and would thus have been warmed, would be conveyed back to the marine environment via an outfall pond building, open to atmosphere that discharges into an outfall gallery. The outfall galleries leading from each of the outfall pond buildings (one per UK EPR™ reactor unit) would then join to form a single outfall tunnel, discharging to sea.

iv. Filtering debris recovery pits (Work No. 1A(e)(iv))

2.4.43 Plant for managing screen debris is positioned near to each cooling water pumphouse. It would consist of a pre-discharge section and a pre-discharge basin. The pre-discharge section would involve the continuation of the washwater gulley that would run from the drum and band screens to collect fish and other marine organisms directed from the screens, together with the gutter from the forebay raking screens.

2.4.44 Recovered fish and debris would be returned to the sea under gravity via a dedicated fish recovery and return (FRR) tunnel per UK EPR™ reactor unit.

Fish recovery and return system

2.4.45 The FRR system would be fully integrated within the cooling water infrastructure. Its purpose would be to recover fish and other marine organisms that are entrapped in the cooling water system and caught on both the drum and band screens. The system would return them to sea.

2.4.46 Elements of the FRR system are found in the forebay (i.e. the trash racks and racking system), the pumping station (i.e. the fish 'buckets' fitted to the drum and band screens that recover fish from the pumphouse wells and filtration screens; the very low pressure wash sprays which gently wash fish and biota off the screens into the fish 'buckets'; the collection

'hopper' which receives fish and biota washed off the screens; and the collection of gutters that transfer the fish and biota to the filtering debris recovery building), the filtering debris recovery building (i.e. the fish sampling basin) and the FRR tunnels that return the recovered fish and biota to sea.

2.4.47 The FRR system would be of very similar design as approved by the Marine Management Organisation, Environmental Agency, Natural England and Natural Resources Wales for Hinkley Point C (Ref. 2.1) with two key differences[1]:

- the fish would be discharged back to sea directly from the base of the filtering debris recovery building; and,
- each FRR system would have its own, separate return tunnel.

2.4.48 The FRR system would be in general accordance with Environment Agency science and evidence publications on fish protection at power stations (Ref. 2.2 and 2.3)

v. Fire-fighting water distribution buildings (Work No. 1A(e)(v))

2.4.49 The fire-fighting water distribution buildings, one for each UK EPR™ reactor unit, would provide the fire-fighting water supply and house an emergency water provision for nuclear island facilities' cooling.

e) Waste storage (Zone 1A-6)

2.4.50 This section should be read in conjunction with **Volume 2 Chapter 7** of the **ES**.

i. Intermediate level waste store (Work No. 1A(f))

2.4.51 Intermediate level waste generated during operation of Sizewell C would be placed in the intermediate level waste storage facility which would be designed for a life of about 100 years. No gaseous discharge stack is necessary. This store is a shared facility for both UK EPR™ reactor units.

[1] Due to the very large tidal range at Hinkley Point C the fish need to be raised to platform level using an Archimedes screw to allow discharge to sea under gravity. At platform level the flow from the two filtering debris recovery buildings combine to join one shared tunnel that returns fish and biota to sea. This is not required at Sizewell

f) Spent fuel storage (Zone 1A-7)

2.4.52 This section should be read in conjunction with **Volume 2 Chapter 7** of the **ES**.

ii. Interim spent fuel store (Work No. 1A(g))

2.4.53 The interim spent fuel store is a shared facility that would provide long term safe and secure storage for spent fuel until it is removed from Sizewell C. The fuel store would be designed for a life of at least 100 years. The fuel store would be near to the intermediate level waste storage facility to facilitate security zoning during operation of Sizewell C and after decommissioning of all other buildings associated with Sizewell C.

2.4.54 The interim spent fuel store would comprise a 'dry' fuel store with spent fuel loaded into a metal canister and then welded shut, before being placed and stored in a large, leak-tight steel and concrete cask. No gaseous discharge stack or external heat sink equipment are necessary.

g) Coastal defence features (Zone 1C) (Work No. 1A(o))

2.4.55 The permanent sea defence, known as the Hard Coastal Defence Feature (HCDF) and Soft Coastal Defence Feature (SCDF) would be in the form of a landscaped embankment built seaward of the outer security fence for Sizewell C. The baseline crest height of the embankment to protect against wave overtopping would be 12.6m AOD (excluding landscaping).

2.4.56 The HCDF would include rock armour placed on the seaward size of the sea defence.

2.4.57 Fill material is assumed to be placed on the landward side and the core of the sea defence, with reinforcements, as necessary. Ground improvement works are assumed to be necessary using Controlled Modulus Column (CMC) piling or similar where underlying peat is present.

2.4.58 As with Sizewell B, an artificial linear dune / sacrificial berm comprising largely of shingle would extend along the frontage of the sea defences at a level on the shore above extreme high water-level spring tides and rising to a height of approximately 6.4m AOD(SCDF). The function of this feature would be to erode and release sediment to the beach face during severe storms and high water levels, thereby slowing overall erosion rates locally and maintaining the protective shingle beach in front of, and above the toe of the HCDF.

2.4.59 The HCDF landscaping scheme would take into account landscape, biodiversity and recreational considerations. In order to create a semi-natural and less engineered appearance, and to provide additional screening of Sizewell C from certain public viewpoints along Sizewell beach, the height of the HCDF would vary along its length between 13.2m AOD and 14.6m AOD, with a typical gradient of approximately 1 in 3 on the seaward embankment. Landscaping is assumed to comprise filling the interstices of the rock armour with shingle and sand followed by topsoil and planting as appropriate. The coast path would form part of the seaward landscaping and would typically be placed at approximately +5mOD. The feature would be similar in outward appearance to the Sizewell B sea defence, although its alignment would be further to the east. As with the frontage of Sizewell B, the artificial linear dune fronting the sea defence would be integrated into the landscaping scheme through the creation of semi-natural dune habitats.

2.4.60 The seaward toe of the HCDF would be buried to a depth of approximately +0mOD.

2.4.61 Illustrative details of the sea defences can be found at **Figures 2.2.22** and **2.2.24** of **Volume 2** of the **First ES Addendum**.

Permanent HCDF, adapted (Work No. 1A(o))

2.4.62 The Nuclear Site Licence, which is governed by the Office for Nuclear Regulation (ONR), requires flood risk to also be assessed against 1 in 10,000 and 1 in 100,000 year events at 2140 for its own purposes. After 2140 the project is assumed to enter the decommissioning phase. The permanent HCDF design retains the ability to raise the sea defence further to mitigate this risk.

2.4.63 The maximum crest height of the adaptive sea defence would be +16.4m AOD and landscaping would increase this to up to +18m AOD. The seaward toe of the sea defence would be buried and set at a level of approximately -1.5mOD, south of the permanent BLF. The toe of the Northern Mound at the permanent BLF does not need to increase in extent in the adaptive scenario.

2.4.64 As with the permanent HCDF, the subaerial beach and SCDF fronting the adapted HCDF would be maintained

2.4.65 The adaptive design would be constructed using additional rock armour or similar placed on top of the seaward side of the sea defence, with an additional crest wall incorporated within the structure. Additional fill material would be placed on the landward side and landscaped to create

naturalistic undulations following the same approach as the permanent HCDF.

2.4.66 Indicative details of the adapted HCDF are shown on **Figure 2.2.25** of **Volume 2** of the **First ES Addendum**. The parameter location of the adapted HCDF is shown at **Figure 2.2.8** of **Volume 2** of the **First ES Addendum**.

h) Northern Mound (Zone 1D) (Work No. 1A(o))

2.4.67 The Northern mound is an existing substantial landscape feature to the north of Sizewell beach. It is made up of spoil that was extracted during the construction of Sizewell B.

2.4.68 Due to the proximity of this area to the main platform, the Northern mound's function would be expanded from a landscape feature to a sea defence. Therefore, the Northern mound would be rebuilt to be able to withstand the unlikely event of a significant earthquake in the local area.

2.4.69 The rebuilt Northern mound would tie into and form part of the Sizewell C coastal defence features, which in turn would tie into the Sizewell B sea defences. The toe of the Northern mound would remain at approximately +0mOD when the permanent HCDF is adapted.

2.4.70 The access road to the BLF would be incorporated into the Northern Mound.

2.4.71 A typical section of the Northern mound is shown on **Figure 2.2.23** of **Volume 2** of the **First ES Addendum**.

i) Beach landing facility (Zone 1B) (Work No. 1A(m))

2.4.72 A permanent BLF is required for the operational phase for delivery of AILs during maintenance, such as the reactor pressure vessel. The landward termination of the permanent BLF would be at up to 6m AOD to provide the necessary depth to accommodate the required barges. The permanent BLF would be approximately 100m in length.

2.4.73 The permanent BLF would include a temporary deck structure that can be removed when not in use, leaving minimum visible elements.

2.4.74 Fender piles with cross beams and piled mooring dolphins would be located immediately adjacent to the permanent BLF to aid safe berthing. A linkspan ramp, which would comprise a short steel constructed bridge would provide a connection to the cross beams. A taper section would

then provide a ramp onto the barge. If required, fixed structures in the water (i.e. dolphins or lateral pillars) would be lit.

2.4.75 When not in use for extended periods of time, the modular sections of the permanent BLF including the linkspan ramp and the taper would be removed.

2.4.76 When the permanent BLF deck is removed for storage, several elements would remain in situ and be maintained for the operational life of Sizewell C. These would consist of 32 piling structures (spaced a minimum of 9m apart, excluding fender piles and mooring dolphins), cross beams and a ground beam connection from the BLF to the access road. The height of pile projections, including fender piles, cross beams and mooring dolphins would be up to approximately 1m above the mean high-water water.

2.4.77 The pile and ground beam furthest into the beach would be located within the existing dunes and so would typically not be visible.

2.4.78 An associated roadway would connect the permanent BLF to the main platform.

2.4.79 To accommodate the safe passage of barges and accompanying tugs to the permanent BLF a navigational channel and grounding area would be required in the nearshore zone occupied by two longshore bars. Plough dredging would create a planar surface for the barges, as the use of a plough dredge minimises sediment extraction from the area. A dredging volume of approximately 9,250m^3 is assumed to facilitate access and barge grounding. Further details on dredging are set out in **Chapter 3**.

2.4.80 Illustrative details showing how the permanent BLF could look for the majority of the time during operation, when it is dismantled, are shown on **Figure 2.2.5** of **Volume 2** of the **First ES Addendum**.

2.4.81 The permanent BLF is also required for the construction phase and further details are set out in **Chapter 3**.

j) Sizewell C pylons (Zones P1-P6) (Work Nos. 1A(a)(viii) and 1A(d))

2.4.82 Electrical connections from the main platform would be made via overhead lines to the National Grid 400kV substation, which in turn would connect into the National Grid high voltage transmission system. Six monopoles and four pylons would be required to make the connections between the power transmission platforms and the substation. Details of the proposed National Grid pylons are set out later in the chapter.

i. Ancillary structures(Zone 1A) (Work No. 1A(h))

2.4.83 Several ancillary structures would be required to facilitate the operation of Sizewell C. These would include buildings for office, access, plant, storage and other purposes and may include (but not limited to) those set out in **Table 2.4**.

Table 2.4: Description of ancillary structures

Building details	Description
Main access control building	Primary access and control of daily entrance and exit of personnel and visitors, and vehicles on-site.
Auxiliary administration building	Multifunctional building that includes ancillary facilities for operational staff and administration.
Secondary access control building	A secondary access point to and from Sizewell C.
Emergency equipment store	Facility to enable a rapid response to an emergency event.
Emergency response centre	Primary function is to house the site's emergency response centre.
Emergency response energy centre	Primary function is to host power distribution plant and fuel to run the back-up diesel generators and the on-site emergency response facilities and equipment.
Off-site delivery check point	Facility to allow vehicle searching.
Meteorological station	Facility for housing environmental monitoring and recording equipment.
Demineralisation station	Demineralised water storage building.
Valve room for the demineralisation station	Facility to house the valves necessary for the operation of the demineralisation station.
Auxiliary boilers	Provide steam for heating the deaerator and turbine gland sealing for start-up for both reactor units.
Hydrogen storage	Store hydrogen and nitrogen for the turbine generator and the nuclear island.
Oxygen storage	Store oxygen and argon for the nuclear island.
Hydrazine storage	Provided for adding to the secondary circuit water to achieve the correct potential hydrogen (pH) to minimise corrosion.
Chlorination plant	Plant for chlorinating the cooling water system.
Degassed water storage tanks.	Tanks will store degassed water from the Demineralisation Station and provide water supply for the effluent treatment which takes place in the radioactive waste storage building.

Building details	Description
Cooling water discharge shaft	Provides an access point for a remotely operated vehicle to be sent to the outfall tunnels, to safely inspect and maintain the tunnels over the life of the power plant.
Sewage treatment plant	Provides dedicated treatment of sewage generated on-site prior to discharge.
Conventional island water tanks	Storage of water for use in the conventional island.
Nuclear island water tank	Storage of water for use in the nuclear island.
Service access buildings	Provides access to the underground network of service tunnels.
Service ventilation buildings	Provides ventilation to the underground network of service tunnels.
Battery load banks	Equipment used for testing of electrical systems.
Warehouse	To support the operational logistics of the site and would be used as a workshop and warehouse throughout the life of the power station.
Garage for handling facilities	Fenced compound used for the garaging of special handling equipment and vehicles.
Chemical products store	Store for process of chemicals for use in the plant.
Oil and grease storage	Building for the storage of oil and grease during operation. The building would also accommodate the vehicles for the transfer of the oil to the required locations.
Raw water and potable water storage/supply building	Facility which provides a balancing (buffer tank) for the raw water supply from the local water company and would also supply raw water to downstream users.
Contaminated tools storage	Fenced compound for contaminated tools.
Conventional waste storage	Store for conventional waste.
Transit area for very low-level waste and low-level waste	Fenced compound for sorting and interim storage before collection and removal off-site.
Interim spent fuel store equipment storage building	Storage for transportation and handling equipment used to transfer the spent fuel to the interim spent fuel store.

2.4.84 In addition to the buildings set out above, there is a network of underground service tunnels within the main platform, which enable cabling, pipework and other services between buildings and plant.

2.4.85 A perimeter fence would enclose most of the main platform. Additional high security area fencing would be provided around the nuclear island.

2.4.86 The main road access within the main platform would be provided by a ring road around most buildings (the main circulatory road). This would be supplemented by additional roads to service ancillary structures and secondary roads for vehicle access to buildings. All pedestrian routes would be segregated from vehicular access.

2.4.87 The cut off wall installed during the construction period would be retained for the permanent development as seen in **Chapter 3** of this volume which provides construction details. The realignment of Sizewell drain would be retained, as illustrated in the typical section shown on **Figure 2.13**.

2.5 Sizewell B relocated facilities and National Grid land

2.5.1 A number of existing Sizewell B facilities would need to either be relocated from the main platform or relocated within Sizewell B because of relocation from the main platform. These facilities have a broad range of functions including industrial, workplace, education, cultural and infrastructure; some of which would need to be upgraded to comply with current standards and regulations.

2.5.2 Planning permission under Town and Country Planning Act 1990 (application ref. DC/19/1637/FUL) for the Sizewell B relocated facilities has been granted by ESC Strategic Planning Board. The **ES** for that application is appended to the **ES** at **Volume 1 Appendix 2A.**

2.5.3 **Chapters 8 to 28** in this volume typically cross-refer to the relevant chapter within **Volume 1, Appendix 2A** of the **ES** (Doc Ref. 6.3) for a detailed assessment of effects and description of mitigation associated with the Sizewell B relocated facilities, where relevant. Impacts arising from the Sizewell B relocated facilities are also summarised in the above chapters directly, where applicable, together with an explanation of the implications of relevant project design changes made since the preparation of the Sizewell B relocated facilities ES. These design changes include the removal of the previously proposed footpath between the outage car park on Pillbox Field and the Coronation Wood development area and an alternative junction arrangement for the new access road to the outage car park on Pillbox Field and Sizewell Gap.

2.5.4 As part of SZC Co.'s commitment to continue to engage with stakeholders and explore the possibility for re-using previously developed land within the existing Sizewell power station complex, an area of land within the Sizewell A complex has become potentially available for use by the Sizewell B relocated facilities project, subject to the completion of a land agreement. Further design development has also led to a revised layout

of the relocated facilities to facilitate easier and more efficient construction.

2.5.5 Together this results in two options for the delivery of the Sizewell B relocated facilities, of which one would be delivered through this Application. The environmental implications of the further changes shown in each option are set out in **Chapter 2** of the **First ES Addendum**.

2.5.6 Details of the changes are set out below.

a) Option 1: Sizewell B relocated facilities proposals, including Sizewell A land (Work No. 1E)

2.5.7 As shown in **Figure 2.2.7** of **Volume 2** of the **First ES Addendum,** the design changes for Option 1 comprise:

- *Removal of the replacement Sizewell B outage car park and associated access road from Pillbox Field.* If the Sizewell B outage car park were relocated from Pillbox Field to the existing Sizewell B west car park, there would also be no need for the demolition of Rosery Cottages garage or the connection for pedestrians between Pillbox Field and the Coronation Wood development area. Therefore, only mitigation planting would be proposed in Pillbox Field.

- *Relocation of the administration building.* Originally proposed with welfare facilities within the Sizewell B power station perimeter, this building would be moved to the Coronation Wood development area to facilitate easier construction. The welfare facilities, along with replacement storage and refurbished canteen, would still be located within the Sizewell B station perimeter.

- *Revised design of the training centre.* The width of the building would be increased and the height reduced from three storeys to two storeys to reduce the visual impact of the building

- *Revised layout of the Coronation Wood development area*, as shown in **Figure 2.2.9** of **Volume 2** of the **First ES Addendum**: the laydown area would be moved to the Sizewell A land; changes would be made to the arrangement/ location of replacement operational car parking; and, the visitor centre would be relocated to the southern part of the Coronation Wood development area.

- *Redesign of the landscaping scheme on Pillbox Field*. This would provide ecological enhancement and mitigation planting for trees lost

from Coronation Wood. The redesigned landscaping scheme is illustrated on **Figure 2.2.10** of **Volume 2** of the **First ES Addendum**.

2.5.8 A separate planning application was submitted to ESC under the Town and Country Planning Act 1990 in November 2020, reflecting this revised approach to relocating certain Sizewell B facilities. As per the (now revised version of) the original scheme, it also features in this Application.

b) Option 2: Sizewell B relocated facilities proposals, excluding Sizewell A land (Work No. 1D)

2.5.9 As shown in **Figure 2.2.11** of **Volume 2** of the **First ES Addendum,** the design changes for Option 2 comprise:

- *Revised design of the training centre.* The width of the building would be increased and height reduced from three storeys to two storeys to reduce the visual impact of the building.
- *Relocation of the administration building.* Originally proposed with welfare facilities within the Sizewell B power station perimeter, this building would be moved to the Coronation Wood development area, to the north of the training building, to facilitate easier construction. The welfare facilities, along with replacement storage and refurbished canteen, would still be located within the Sizewell B station perimeter
- *Revised layout of the Coronation Wood development area:* relocation of the visitor centre to the southern part of the Coronation Wood development area; and, utilisation of the remaining central area between the proposed buildings, within the Coronation Wood development area for the outage laydown.

2.5.10 Parts of the Sizewell B relocated facilities and National Grid land require flexibility to allow detailed designs to evolve and be submitted following grant of development consent. **Table 2.5** sets out the parameters for this flexibility and should be read in conjunction with the parameter plan shown on **Figure 2.2.12** of **Volume 2** of the **First ES Addendum** and the text below.

Table 2.5: Parameters for Sizewell B relocated facilities and National Grid land.

Building/structure name	Maximum height (mAOD.
Parameter zone 1G (National Grid substation)	
Substation (Work No. 1A(p))	27

Building/structure name	Maximum height (mAOD.
Unspecified amount of associated plant, buildings and infrastructure (Work No. 1A(p))	22
Parameter zones 1H, 1I and 1J (Sizewell B relocated facilities)	
Storage, canteen and welfare facilities (1H)* (Work No. 1D(h) and Work No. 1E(g))	29
Administration buildings, to include workshops, civils store, office accommodation and general store (1I)** (Work No. 1D(g) and Work No. 1E(f))	29
Visitor Centre (1J)*** (Work No. 1D(f) and Work No. 1E(e))	29
Parameter zone P7 (National Grid pylon)	
National Grid pylon (Work No. 1A(q))	67

** Maximum floorspace of new development: 4,500m2 GEA.*

*** Maximum floorspace of new development: 5,000m2 GEA*

**** Maximum floorspace of new development: 1,000m2 GEA.*

a) Sizewell B relocated facilities offices, canteen and welfare facilities (Zone 1H) (Work No. 1D(h) and Work No. 1E(g))

2.5.11 The Sizewell B relocated facilities proposed development also includes relocated facilities for storage, welfare and canteen: canteen facility for operations and outage staff; general storage; a civils store and workshop; a general store and changing facilities.

2.5.12 Outline parameters have been identified for the proposed uses (see **Table 2.5**). The detailed design of the zone would respond to the functional requirements and consider the extent of existing facilities currently located within this zone.

2.5.13 Building materials and appearance would be in keeping with the existing ancillary buildings. The buildings would be operational for seven days a week, on a 24-hour basis.

2.5.14 Foundations for these proposals would likely only require ground bearing solutions.

b) Administration buildings, to include workshops, civils store, office accommodation and general store (Zone 1I) (Work No. 1D(g) and Work No. 1E(f))

2.5.15 The administration building would seek to re-provide office accommodation for operations and outage staff. The proposed

administration building would be located in the north-east corner of the Coronation Wood development area, outside of the Sizewell B power station site perimeter as it is a building that needs to be readily accessible by its intended users.

2.5.16 The proposed administration building would be situated in a prominent position on the current entrance route into the Sizewell power station complex. It would be located alongside the main approach road and south-west of the main Sizewell B power station security perimeter entrance. This location is directly opposite the Sizewell B power station dry fuel store and east of the partially removed Sizewell A power station reservoirs, disused electrical substation and associated fence.

2.5.17 The layout and access design would consider pedestrian access to and from the proposed replacement operational car park and the outage car park as well as to the Sizewell B power station security perimeter entrance.

2.5.18 Whilst the design of the administration building is still in development, similar principles as for the training centre would be utilised to minimise the impact of the building on the surrounding environment.

c) Visitor centre (Zone 1J) (Work No. 1D(f) and Work No. 1E(e))

2.5.19 The existing Sizewell B visitor centre would be replaced with a permanent, modern educational facility for visitors, including school groups. It is proposed that the new visitor centre would be located in the south-east corner of the Coronation Wood development area, adjacent to the junction of the main Sizewell B power station approach road and the proposed western access road. This prominent location allows the building to be easily found by its users who are less likely to be acquainted with the Sizewell power station complex.

2.5.20 The design of the facility would use some of the same elements, materials and form of the existing ancillary buildings, but would articulate these differently to reflect the public facing function of the building and its location.

2.5.21 Both the training centre and administration building have been orientated so that their shorter facades face the western site boundary where they are in closest proximity to the site boundary and Sizewell Marshes SSSI boundary, and also likely to be more prominent in off-site viewpoints regarding light impact. The western façade of the training centre has been designed without windows, thus eliminating the potential for light spill. The design for the administration building and the visitor centre is still in development, however similar principles would be utilised to minimise

their impacts on the surrounding environment. Suitable mitigation measures, such as use of automated internal lighting control, automated blinds or louvres would be employed in the design to minimise effects to the extent required.

2.5.22 The visitor centre would typically operate the same hours as the existing visitor centre, typically being 09:00 to 16:00 hours from Monday to Saturday but may extend beyond these hours for specific events. The occupancy of the building would vary daily, depending on visiting groups and events. It is anticipated that the total maximum occupancy would be approximately 135 people. Groups would be predominantly pre-booked to visit, however the facility would also be open to walk-in visitors.

d) Sizewell B relocated facilities development where the design is fixed

2.5.23 Where designs for the Sizewell B relocated facilities are at an advanced stage, details are submitted in full.

i. Sizewell B outage store (Work No. 1D(a) and 1E(a))

2.5.24 The outage store would be used for the storage of general and specialist plant, equipment and materials for use during outage periods. Office space would be provided for staff to carry out work both during and outside of outage periods.

2.5.25 The outage store would be relocated within the existing Sizewell B station perimeter. The location is directly opposite the Sizewell B power station turbine hall (the largest adjacent structure) to the north and adjacent to the Sizewell B power station security perimeter fence separating Sizewell A and Sizewell B power stations to the south.

2.5.26 The outage store would include inspection areas for contamination and radiation.

2.5.27 The building would be accessed by pedestrians through a main entrance on the north side of the building. Vehicular access is provided through two vehicle doors on the north façade.

2.5.28 The outage store would be slightly taller than the neighbouring facilities at an elevation of 35m AOD, though lower than the Sizewell B turbine hall and in keeping with the overall building heights at Sizewell B power station.

2.5.29 The design of the outage store would be in keeping with the existing ancillary buildings and consist of grey profiled aluminium cladding.

2.5.30 The foundations for the outage store would be based on a ground bearing solution, with no permanent piles required.

ii. Sizewell B laydown area (Work No. 1D(b) and 1E(b))

2.5.31 The laydown area comprises a general storage facility and working area for use primarily during outages. It would be located either on an area of redundant Sizewell A land (Option 1), or at the southern end of the Coronation Wood Development Area[2] (Option 2). It would be used for the storage of plant and equipment. Use of the area would also require mobile workshops, temporary office accommodation and the storage of shipping containers, which would be limited to a maximum height of 6m. Any fabrication that would take place within the laydown may require temporary cover. Certain activities would be constrained by the presence of the 400kV overhead lines running over its western side.

2.5.32 When Sizewell B is not in an outage, the area would be used flexibly for operational activities including maintenance work and storage, as required.

2.5.33 If located on an area of redundant Sizewell A land (Option 1), it would be designed to maximise the flexibility of the space to accommodate the wide range of activities (i.e. minimising obstructions such as lighting columns).

2.5.34 If located at the southern end of the Coronation Wood Development Area (Option 2), the laydown area would require a secure perimeter and would be attended by a yardsman, with accommodation provided in a yardsman's hut up to 3m high.

2.5.35 Each option for the laydown area has been designed so that it can be accessed by vehicles from the existing site access road (primary access), where the yardsman would be stationed (Option 2), with a secondary access from the western access road which would be gated (Option 2). Pedestrian access to the laydown area would be segregated from vehicle access (Option 2), or limited as a means to segregate vehicles and pedestrians (Option 1).

2.5.36 The laydown area would be used all year round, with peak activities occurring on a 24-hour basis during outages. Accordingly, the area would be lit by asymmetric 8m lighting columns with shorter columns underneath the overhead lines (Option 2). The lighting arrangements would provide localised lighting of up to 100 lux when needed for certain tasks as provided in **Appendix 2B** of **Volume 2** of the **ES**. When lighting is not

[2] The Coronation Wood Development Area comprises the proposed western access road, Sizewell B training centre, Sizewell B laydown area and replacement Sizewell B car park.

needed in an area, the lights can be switched off to minimise the overall lighting levels.

iii. Sizewell B replacement car park (Work Nos. 1(D)(d) and 1E(d))

Option 1: Sizewell B relocated facilities proposals, including Sizewell A land (Work No. 1E(d))

2.5.37 As part of the Coronation Wood development area, replacement operational car parking would be provided. The proposed replacement operational car park would form the majority of the Coronation Wood development area with the proposed training centre and administration building to the north-east, the proposed visitors centre to the south east and the proposed western access road to the west.

2.5.38 This location provides easy pedestrian access to the proposed training centre, administration building and visitor centre and avoids the need for pedestrians to cross any roads. The proposed replacement operational car park would be located beneath the overhead power lines, but it is considered the height restriction will not adversely affect the car parking in service.

2.5.39 The proposed replacement operational car park would provide 579 spaces over an area of approximately 14,004m^2.

2.5.40 Vehicular access to the proposed replacement operational car park would be through a dedicated entrance from the proposed western access road. A new pedestrian link would be through the replacement operational car park to access the main entrance of the proposed training centre and the rest of the Sizewell B power station. Provision for deliveries would be from the proposed western access road to the north-west of the site. This area is segregated from the main car park.

2.5.41 Although the use of permeable paving offers a number of benefits, the long-term function is reliant on regular maintenance that would require periodic closing of the car park. This would have an operational impact on the power station that is to be avoided. Therefore, permeable paving is not proposed for the replacement operational car park. The proposed replacement operational car park is to be constructed using impermeable paving with catch pits, oil separators and infiltration trenches for surface water drainage.

2.5.42 The lighting for the proposed replacement operational car park would comprise asymmetric lanterns on 4-6m columns. The lux levels would meet the minimum required for safety/ security in car parks (20 lux) and would only be used in the hours of darkness.

Option 2: Sizewell B relocated facilities proposals, excluding Sizewell A land (Work No. 1D(d))

2.5.43 The Sizewell B replacement car park would be located to the west (and north) of the Sizewell B training centre and would provide approximately 112 car parking spaces. It would replace the existing 63 spaces at the technical training and 'pool car' car park, the existing 16 spaces at the existing visitor centre car park and the existing 21 spaces to the north of Coronation Wood. An additional six enlarged spaces and six accessible spaces would be provided to comply with current standards.

2.5.44 Vehicular access would be provided from a dedicated entrance off the proposed western access road, with a new pedestrian link created from the replacement car park to access the Sizewell B training centre, Sizewell B power station main entrance and neighbouring facilities. Eight charging points for electric vehicles would be provided.

2.5.45 The replacement car park would be surfaced with a heavy-duty permeable block paving and/or provided with catchpit soakaways that would allow full infiltration of surface water run-off into the subsurface, thereby negating the need for an independent drainage network. Oil/ hydrocarbon/ silt interception systems (e.g. as permeable paving or an oil separator) would be provided to avoid the pollution of controlled waters from surface water run-off.

2.5.46 The car park would be lit by asymmetric 4m lighting columns. Lighting levels would be at the minimum required for car parking areas (20 lux).

iv. Sizewell B training centre (Work Nos. 1D(c) and 1E(c))

2.5.47 Option 1: Sizewell B relocated facilities proposals, including Sizewell A land (Work No. 1E(c))The proposed training centre would be located in the north-east corner of the Coronation Wood development area, south of the proposed administration building. The replacement operational car park is proposed to the south and west of the training centre, which would include car parking provision for the facility.

2.5.48 The proposed training centre would be the main facility where Sizewell B power station employees and contracting staff receive training/inductions on numerous site-related activities. The proposed training centre would accommodate a diverse range of facilities including; training rooms, cellular and open plan offices, staff and student facilities, including locker and mess facilities, workshops, specialist training rooms and their associated facilities.

2.5.49 The assumed average occupancy for the proposed training centre would be 150 people, with a peak occupancy of 350 people (in the lead up to and during outages). The building would be open 7 days a week 08:00-17:00 hours on regular days and 24 hours during outage periods, and when otherwise required.

2.5.50 The primary vehicle access route to the proposed training centre is via the proposed western access road. Service vehicles would access the training centre either from the proposed replacement operational car park or a service road to the north west corner of the building. The main entrance to the proposed training centre would be to the south of the building adjacent to the accessible and primary parking area. The key driver for the ground floor level of the proposed training centre is to ensure accessibility to the entrance while maintaining access to the proposed administration building.

2.5.51 The orientation for the proposed training centre was chosen to be east-west. This orientation makes the best use of the existing site topography to accommodate the facility requirements and reduces excavation. It also offers the advantage of orientating the building such that the shorter western façade which looks out to the Sizewell Marshes SSSI and the wider AONB is blank, i.e. windowless. This reduces light spill towards the SSSI from the proposed building. It also improves accessibility, as pedestrian and vehicle access can be easily separated.

Option 2: Sizewell B relocated facilities proposals, excluding Sizewell A land (Work No. 1D(c))

2.5.52 The Sizewell B training centre would combine the existing Sizewell B training arrangements into a single building. It would be located between the proposed laydown area to the south, the proposed visitor centre to the north, and replacement car park to the west.

2.5.53 The three-storey training centre would be the main facility where Sizewell B staff would receive inductions and training for site related activities.

2.5.54 The training centre has been designed for an average occupancy of 150 people, with a peak occupancy of 350 people. The building would be open seven days a week, from 07:00 to 19:00 hours on non-outage days and 24 hours a day during outage periods and when otherwise required. The main entrance is on the northern façade, to ensure connection with the visitor centre and rest of Sizewell B.

2.5.55 The design of the training centre would be in keeping with the existing ancillary buildings, although the materials chosen would ensure a softer appearance to the more industrial buildings of Sizewell B station. The

building is orientated such that the shorter western façade facing the wider AONB and Sizewell Marshes SSSI is windowless, thereby minimising light spill in this direction.

2.5.56 Shallow, pad foundations would be provided under columns, with a suspended ground floor slab spanning between pads. Foundation depths would typically be 1-2m below ground level.

v. Sizewell B internal road

2.5.57 A western access road is proposed on the western edge of the Coronation Wood Development Area, either surrounding the proposed replacement operational car park (Option 1) or adjacent to the proposed laydown area and replacement car park (Option 2). The road would follow the alignment of an existing access track to the south of Coronation Wood Development Area and then head north to join the existing Sizewell B approach road and roundabout.

2.5.58 The western access road would reduce interfaces between pedestrians and vehicles on the main access road to Sizewell B during both construction and operation, and thus improve safety.

2.5.59 The proposed two-way western access road would be 275m long and 7.3m wide and surfaced with asphalt. The road would be lit by 4m lighting columns at minimum lighting levels required for roads, with lighting fixtures directed away from the Sizewell Marshes SSSI.

vi. Sizewell B outage car park (Option 2 only) (Work No. 1D(e))

2.5.60 The Sizewell B outage car park would be relocated to the northern end of Pillbox Field (outside of the existing Sizewell B power station site perimeter) for use during outages only (both scheduled and unscheduled). It would provide 576 car parking spaces, which is the same as the existing provision. Vehicular access to the outage car park would be via a new junction from Sizewell gap into Pillbox Field. During outage periods, the car park would be in use 24-hours a day to meet Sizewell B's operational requirements. In line with the planning conditions attached to the Sizewell B relocated facilities planning permission, a pedestrian access route from the outage car park on Pillbox Field to the Sizewell B power station is to be agreed with ESC prior to the first use of the outage car park facility.

2.5.61 The car park would be a surface level car park constructed with a grass reinforcement system base (a rigid system of interlocking plastic reinforcement cells that allow the growth of grass under intensive vehicular and/or pedestrian traffic). The grass reinforcement system

would provide a high strength structure of which a large proportion of the surface could be infilled, enabling the system to be visually unobtrusive and contribute towards achieving a sustainable urban drainage system.

2.5.62 Cars would access the outage car park from Sizewell Gap road via a new junction.

2.5.63 The outage car park would be lit to allow for adequate coverage across the car park given the types of vehicles anticipated. Directional lighting would be installed to minimise obstructive light. The car park would not be lit when not in use.

2.5.64 The ground levels of the outage car park have been designed to deliver a solution that balances earthworks volumes against the potential visual impact of the car park upon the surrounding environment. Reprofiling of the field to extend the existing ridgeline to the east, as well as planting around the southern and south-eastern edges of the car park, is proposed to provide screening. Planting is also proposed along the eastern edge of the outage car park access road for this purpose.

2.5.65 Under Option 1, the Sizewell B outage car park would be located elsewhere on Sizewell B land (an area known as the west car park) – no works are required for this, with the exception of a new pumping station.

e) National Grid land

i. National Grid substation (Zone 1G) (Work No. 1A(p))

2.5.66 An extension to the existing National Grid 400kV substation would be required to accommodate the additional generation output of Sizewell C. The overhead lines that currently terminate at the existing National Grid 400kV substation would be diverted into a new substation building built alongside and interconnected with the existing substation building, so that the electricity generated by both the existing Sizewell B and new Sizewell C power stations can be exported to the National Electricity Transmission System.

2.5.67 The National Grid substation may include the key equipment listed below. The final equipment to be utilised will be determined during detail design of the National Grid substation:

- gantries (up to 6): which are structures that support electrical conductors as they transition from the overhead line pylon to the National Grid substation allowing them to connect to the busbars and other equipment within the National Grid substation;

- cable terminations/sealing ends: used where high voltage underground cable joins onto busbars allowing their connection to equipment within the National Grid substation;
- switchgear (air insulated or gas insulated): which includes circuit breakers, disconnectors, earth switches and other equipment (some of which is described below), which switches, controls and protects the high voltage electrical circuits and equipment within the National Grid substation;
- circuit breakers: an automatically operated electrical switch designed to protect an electrical circuit from damage caused by overload or short circuit. Its basic function is to clear a fault condition by breaking the electrical circuit which would immediately discontinue electrical flow;
- disconnectors: which allow a physical break in the electrical circuits to be introduced which isolates the substation during periods of maintenance;
- earth switches: which allows safe maintenance of the National Grid substation equipment;
- busbars, connectors and post insulators: air insulated or gas insulated, which form the high voltage electrical circuit to allow the flow of electricity around the National Grid substation;
- current and voltage transformers: which convert electrical current and voltage to levels which can be safely measured by the National Grid substation's control and protection equipment;
- surge arresters: which protect key equipment by providing a path to earth when triggered by an abnormal voltage condition such as a lightning strike;
- series reactors/inductors: an item of wound plant forming part of the electrical circuits which limits electrical current during a fault condition to ensure switchgear can operate safely within its design capability,
- emergency generator: which provides standby low voltage electricity supply to the National Grid substation in the event of a failure of the local electricity supply;
- earthing system: which provides a grounding mat below the earth surface at the National Grid substation which equipment is connected

to, protecting equipment and personnel from voltage surges and lightning strikes by safely transferring current to ground;

- ancillary buildings: which may include a small workshop/store, welfare, control room, incoming power and protection/telecom/metering room(s); and
- security fence: which will comprise a perimeter fence with an electrified fence installed along its inner boundary to maintain security of the National Grid substation.

2.5.68 External lighting would also be installed at the substation which may entail:

- general lighting around the perimeter fence and within the National Grid substation for the purposes of security and to provide adequate lighting levels for access and inspection of equipment; and
- task related flood lighting within the National Grid substation which may be necessary from time to time during repair/maintenance activities.

2.5.69 Whilst the above lighting is provided, the substation would not normally be lit during hours of darkness.

ii. National Grid pylon (Zone P7) (Work No. 1A(q))

2.5.70 The National Grid substation will connect into each of the four circuits on the National Grid 400kV overhead lines. To facilitate these connections, modifications to the existing overhead lines will be required which will include a new pylon (Zone P7), removal of an existing pylon adjacent to the existing National Grid substation and the permanent realignment of a short section of the overhead line to connect to the new National Grid substation.

2.6 Offshore works area

2.6.1 Parameters for the offshore works area are set out in **Table 2.6** and should be read in conjunction with **Figure 2.7** of **Volume 2** of the **ES** and the text below.

Table 2.6: Coordinates for offshore works.

Headworks	Coordinates	Headworks centre max. radii
2 x intake heads and vertical shafts for seawater extraction	X = 650722	25m

Headworks	Coordinates	Headworks centre max. radii
including excavation and capital dredging works (Work No. 2B) (Two of three positions to be selected)	Y = 263320 X = 650525.76 Y = 263359.68 X = 650624.00 Y = 263341.00	
2 x intake heads and vertical shafts for seawater extraction, including excavation and capital dredging works (Work No. 2D) (Two of three positions to be selected)	X = 650726.00 Y = 264261.94 X = 650826.00 Y = 264264.00 X = 650925.98 Y = 264266.06	25m
2 x outfall heads and vertical shafts for seawater return including excavation and capital dredging works (Work No. 2F)	X = 651080.00 Y = 264125.00 X = 651155 Y = 264125	25m
2 x fish return outfall head and vertical shaft, including excavation and capital dredging works (Work Nos. 2H and 2J)	X = 647980 Y = 264000 X = 647980 Y = 264300	25m
Combined drainage outfall head and vertical shaft, including excavation and capital dredging (Work No. 2L)	X = 647980 Y = 264340	25m

2.6.2 Seawater for cooling would be abstracted via a series of intake structures and tunnels. Approximate dimensions identified below are assumed for the purposes of environmental assessment.

2.6.3 Each UK EPR™ reactor unit would have a single dedicated 6m internal diameter intake tunnel that connects to the forebay on the main platform (Work Nos. 2A and 2C). At the seaward end of each tunnel two vertical shafts would extend upwards to provide a connection to the sea via a seabed-mounted intake head (one head per shaft).

2.6.4 Each intake tunnel would terminate in two concrete headworks with dimensions of approximately 8m (height) x up to approximately 50m (length) x 10m (width), protruding approximately 4m above the seabed (Work Nos. 2B and 2D). The coordinates stated in **Table 2.6** relate to the centre-point of each headwork.

2.6.5 A single 8m internal diameter outfall tunnel serving both UK EPR™ reactor units would return the cooling water to the sea from the outfall pond buildings (Work No. 2E), with a pair of vertical shafts at its seaward end, each leading upwards to a single outfall headworks, again mounted on the seabed. The outfall headworks are likely to be 8m (height) x 16m (length) x 16m (width), protruding approximately 3m above initial seabed level (Work No. 2F). The coordinates stated in **Table 2.6** relate to the centre-point of each headwork.

2.6.6 The intake and outfall tunnels would extend approximately 3km from the shore, at depths of approximately up to 30m below ordnance datum (Newlyn).

2.6.7 The Fish Recovery and Return (FRR) outfall headworks (Work Nos. 2H and 2J) would comprise a concrete block approximately 4.5m (height) x 3m (width) x 3m (depth). They would be buried approximately 2m into the sediment (Work Nos. 2H and 2J). The coordinates stated in **Table 2.6** relate to the centre-point of each headwork.

2.6.8 The two fish return tunnels (Work Nos. 2G and 2I), with an internal diameter of approximately 0.65m, would commence at the filtering debris recovery pits and be tunnelled below the seabed level before rising to the seabed to connect with the FRR outfall headworks. The coordinates stated in **Table 2.6** relate to the centre-point of each headwork.

2.6.9 The combined drainage outfall tunnel, with a diameter of approximately 1.2m (Work No. 2K) would be connected to a concrete outfall headwork structure (Work No. 2L), anticipated to be of similar dimensions to the FRR headworks. The coordinates stated in **Table 2.6** relate to the centre-point of the headwork.

2.7 Temporary construction area, including Upper Abbey Farm

2.7.1 Parameters for permanent development in the Upper Abbey Farm area, forms part of the temporary construction area, are set out in **Table 2.7** and should be read in conjunction with the parameter plans shown on **Figure 2.5** and **Volume 2**, **Figure 2.2.1** of the **First ES Addendum**, as well as the following text.

Table 2.7: Parameters for buildings, plant and structures in the Upper Abbey Farm area.

Building details	Maximum height (mAOD)
Parameter zone 1F (access control)	
Off-site delivery checkpoint, associated buildings, structures and plant. (Work No.1A(k))	18
Parameter zone 1G (bat barn)	
Bat barn (Work No. 1A(ff))	8
Parameter zone 1N (ancillary substation compound)	
132kV substation and associated compound. (Work No. 1A(j))	27

a) Power station access road (Work No. 1A(w)), B1122 roundabout (Work No. 1B) and operational and outage car parking (Work No. 1A(r))

2.7.2 A permanent two-lane access road, with a segregated route for cyclists and pedestrians would be provided. A corridor similar in character to a country road would be established, while maintaining safe access/egress. The access road would be a private thoroughfare for Sizewell C operations only. Lighting would be present at the junction with the B1122 and at the operational car park and at associated facilities in this area as necessary.

2.7.3 The access junction to the B1122 would become part of the adopted highway and would comprise a four-arm roundabout as shown in **Figure 2.2.2** of **Volume 2** of the **Second ES Addendum**, reduced from five-arms during the construction stage.

2.7.4 A car park would be provided at the eastern end of the access road and would accommodate up to 1,370 spaces divided between permanent parking spaces for day-to-day operation and the training facilities (approximately 770) and spaces required during outage periods (approximately 600), as shown in **Figure 2.2** of the **ES**. Cycle parking and electric vehicle charging points would be provided.

b) Off-site delivery checkpoint, associated buildings, structures and plant (Zone 1F) (Work No.1A(k))

2.7.5 The primary function of the off-site delivery checkpoint is to accept deliveries to the site at a secure central location for sorting prior to onward site-wide distribution, as shown in **Figure 2.2** of the **ES**.

a) Bat barn (Zone 1G) (Work No. 1A(ff))

2.7.6 The height of the bat barn would be up to 8 metres AOD and the footprint would be up to 25m^2. The structure would be made out of wood or masonry brick, with a steep pitched roof and dark coloured tiles for ecological purposes. The location is confirmed in the Operational Parameter Plan (**Figure 2.2.1** of **Volume 2** of the **First ES Addendum**).

b) Vehicular and pedestrian bridge crossing Sizewell Marshes SSSI (Work No. 1A(l))

2.7.7 The SSSI crossing provides an essential pedestrian and vehicular connection across Sizewell Marshes SSSI, linking Sizewell C with the new access road. The design comprises an approximately 15 metre wide bridge, through which the Leiston drain would flow, reduced from approximately 40m during the construction phase to increase light levels onto the Leiston Drain. The SSSI Crossing embankments would remain in situ from the construction phase. The total distance between the walls of the bridge would be approximately 24m.

2.7.8 Following the completion of the construction phase, the western-most access route across the causeway would be maintained to provide operational access to the power station. The easternmost part of the causeway would be appropriately landscaped, helping to create a landscape boundary between the power station development and its surroundings, as shown in **Figure 2.11** of **Updated Main Development Site ES and First ES Addendum Figures**. The carriageway would have an approximate width of 12m and require approximately 3m high safety barriers on either side

2.7.9 The bridge would be of sufficient size to leave the bank and channel of the Leiston drain completely intact. A ledge would be installed to enable passage by otters and artificial bat roosts would be included within or on the bridge abutments. Wing walls would be provided over the Leiston Drain to increase daylight under the bridge.

2.7.10 The gradient of the slope on the eastern (seaward) side would be approximately a 1:3 gradient. The landward slope, which is generally less visible in views, would be approximately a 1:1 gradient. Soft landscaping would be provided on both sides of the embankment, with more substantial planting on the seaward side.

c) 132kV substation and associated compound (Zone 1N) (Work No. 1A(j))

2.7.11 A new substation is proposed to provide an electrical supply during the construction phase. The substation would be retained during the operational phase to complete the electrical connection between the Leiston substation at Sizewell Wents and certain site buildings.

2.7.12 The location for the substation is to the south of Upper Abbey Farm within a field west of Bridleway 19. The facility would be surrounded by secure fencing accessed by a road extending south from the power station access road, as shown in **Figure 2.2** in the **ES**.

2.7.13 The substation design would be based on a standard UK Power Networks 132/11kV outdoor substation. It would be enclosed by security fencing. The compound would contain:

- a switch house;
- outdoor transformers, switchgear, and busbars; and
- internal roads, footpaths, parking spaces, ancillary cabinets and equipment enclosures.

2.7.14 The electrical supply cable from this substation would be installed during the construction period as detailed in **Chapter 3** of **Volume 2** of the **ES**, and retained during the operational period.

a) Kenton Hills car park (Work No. 1A(cc))

2.7.15 The car park and access into Kenton Hills woodland would be improved to enhance the visitor experience. The development would comprise:

- provision of up to 15 additional parking spaces;
- additional signage and picnic tables; and
- selective vegetation removal.

b) Lover's Lane junction realignment and associated works (Work No. 1C)

2.7.16 To provide the necessary amount of space between the level crossing and other road junctions during construction as detailed in **Chapter 3** of this volume, the junction of the B1122 (Abbey Road) and Lover's Lane would be moved approximately 100m to the south of its current location.

This would be a permanent re-alignment of Lover's Lane, to improve visibility at this junction for all road users. A right turn lane would also be provided for traffic travelling from the south into Leiston Recycling Centre.

2.7.17 SZC Co. intend to improve connectivity between the two sites by providing a new mammal culvert located in close proximity to the existing culvert at Lover's Lane north of Leiston Recycling Centre. It would be designed with features to encourage use by mammals including otters and water voles. Otter fencing would also be installed to guide animals to the culvert.

2.8 Fen meadow compensation areas (Work Nos. 6, 7 and 18)

2.8.1 The fen meadow compensation areas at Pakenham, Benhall and Halesworth created during the construction phase would be retained permanently to compensate for fen meadow permanently lost from Sizewell Marshes SSSI as a result of the development.

2.8.2 The three fen meadow compensation areas would provide fen meadow habitats to compensate for the permanent loss of approximately 0.46 ha of fen meadow habitat from within Sizewell Marshes SSSI. In order to create the habitats, minor changes to existing watercourses and field drains may be required to raise water levels. Taking both sites forward maximises the likelihood that fen meadow habitats would be created.

2.8.3 Further details on the fen meadow compensation areas are set out in **Volume 2, Chapter 14** of the **ES** and **Volume 2**, **Chapter 2** of the **First ES Addendum**.

2.9 Leiston off-site sports facilities (Work No. 5)

2.9.1 The Leiston off-site sports facilities would be provided during the construction stage as detailed in **Chapter 3** of this volume, as a shared facility for Alde Valley School, the local community and construction workers. These would be retained as a permanent development and left as a legacy for the school and local community. As shown in **Figure 2.12** the facilities would include:

- one full-size 3G pitch, with a 10-foot perimeter rebound fence and 400-millimetre (mm) pile, rubber crumb surface suitable for football, non-contact rugby and hockey. The pitch would include regulation drainage run-off and would be flood lit.
- Relocation of existing unlit grass pitches with movable goals.

- two multi-use games area courts suitable for basketball, netball, tennis and football, each with permeable surfacing, a 10-foot perimeter rebound fence and floodlighting.

2.10 Proposed design strategies

a) Outline drainage strategy

2.10.1 An outline drainage strategy has been developed based on the following strategic criteria:

- Drainage facilities to provide no surface flooding from a 1 in 30-year return period rainfall event, in accordance with accepted guidelines, combining a range of techniques e.g. Infiltration systems, permeable paving and surface drainage structures to remove water from paved or semi-paved surfaces (e.g. storage areas) with no ponding for a 1 in 30-year rainfall event.
- Store or safely convey the run-off from exceedance storm events greater than 1 in 30-year return period, without putting public or property at risk.
- Reduce if possible, or at least not increase, the pre-development risk of flooding.
- Determine the impact and store on site the volume of water generated from a 1 in 100-year rainfall event to prevent escape into adjacent areas.
- Remove/Treat any contaminants within surface water runoff before discharge.
- Provide amenity and ecological enhancement, if practicable.
- Protect the environment, minimise the use of finite natural resources and energy and provide value to those involved in its design, construction and operation.

2.10.2 Further details are set out in **Appendix 2A** of this chapter.

b) Lighting management plan

2.10.3 A lighting management plan has been developed based on the following objectives:

- Provide a safe working environment, meeting statutory requirements and standards.
- Allow 24-hour working (when required).
- Provide site security lighting.
- Mitigate the impact of artificial lighting on the surrounding environment as far as reasonably practicable.

2.10.4 Further details are set out in **Appendix 2B** of **Volume 2** of the **ES.**

c) Landscape

2.10.5 The landscape masterplan, as set out in detail in the **Sizewell C Main Development Site Design and Access Statement** (Doc Ref. 8.1) and the **Sizewell C Main Development Site Design and Access Statement Addendum** indicatively establishes the spatial arrangement of broad planting areas, comprising:

- mixed woodland;
- dry Sandlings grassland;
- semi-improved grassland;
- arable land;
- amenity landscape;
- marsh, fen and reedbed; and,
- vegetated dunes and shingle beach.

2.10.6 Specific objectives, which will guide long-term management of the landscape, are set out in the **Outline Landscape and Ecological Management Plan** (Doc Ref. 8.2):

- To create a transition from a managed farmland landscape at the western edge of the site, which grades into open Sandlings grassland and then the coastal zone along the site's eastern boundary. This transition from a farmed to a more natural and biodiverse landscape would be subtle and not interrupted by sharp boundaries.
- To return areas of the temporary construction area in the west of the site (Land to the East of Eastlands Industrial Estate (LEEIE) and fields

around Upper Abbey Farm) to arable and semi-improved pasture agriculture respectively.

- To reinforce and expand existing linear wooded corridors and create others to provide greater long-term connectivity for bats and other species. Specifically, native woodland would be created along the margins of the Sandlings grassland linking existing woodland areas at Kenton Hills, Goose Hill and Ash Wood.

- To create an expansive area of Dry Sandlings Grassland habitat using soils inherited from the construction phase. The intention is to source seed from adjacent areas of acid grassland (such as the restored acid grassland at Retsom's and the Studio Field – both within the site). In the longer term, this area would be managed as a diverse mosaic of dry summer parched grassland with patches of neutral grassland, scrub and scattered trees – potentially with a similar structure and species assemblage as sites in the surrounding landscape such as Leiston Common and Westleton Common/Walks.

- Within the northern area of the Dry Sandlings Grassland habitat, opportunities will be sought to manage the habitat for the benefit of breeding stone-curlew (*Burhinus oedicnemus*).

- To re-establish wetland habitats temporarily lost by the realignment of sections of the Sizewell and Leiston drains within the Sizewell Marshes SSSI and minimise long-term severance effects on Sizewell Marshes SSSI. This includes the flood mitigation area and nearby wetland habitat, which post construction would become inter-linked to create a single integrated on water, wetland and wet woodland habitat feature.

- To maximise the capacity of wildlife and landscape to cope with climate change, using a planting palate of species resilient to drought and disease that are not reliant on irrigation measures.

- Once established, to integrate the management of the new habitats (coastal, grassland, woodland and wetland) with the management regimes for the existing and retained habitats within the EDF Energy Estate.

2.10.7 Works to construct Sizewell C would result in a net surplus of excavated materials at the end of the construction programme. The end-use strategy for surplus spoil (including stripped topsoil and subsoil) is to re-

distribute the majority of the material across the restored landscape rather than to transport it off-site.

2.10.8 The majority of surplus materials would be distributed within the area between Dunwich Forest to the north and Kenton Hills to the south, and the coastal fringes around Goose Hill in the east to Bridleway 19 in the west. Additional mass haul of materials would also be required to complete the non-structural component of the sea defences and to restore small land parcels to existing levels where disturbed during construction. Landforms would be tied into features including the: vertical and horizontal alignment of the site access road; edges of retained landscape, with sufficient offsets to protect rooting zones of boundary vegetation; crossing point at the SSSI Crossing; and, Bridleway 19 to the west.

d) Rights of way and access

2.10.9 Sizewell C would have an impact on various public rights of way, including temporary and permanent closures and diversions. SZC Co. has therefore developed a strategy for the operational phase of development based on the following principles:

- To restore to at least their original standard any PRoW, permissive footpaths, access land, promoted cycle routes and all other pre-existing linear and area access, on the coast and inland affected by the development, where practicable.
- To comply with the legal requirements of the Equality Act 2010 and the Countryside and Rights of Way Act 2000, in terms of any new or existing access infrastructure and management, by ensuring that there are no barriers without lawful authority and that reasonable adjustments are made to facilitate access to all.
- To ensure that all new linear surfaces are easy to use.
- To apply and maintain best practice in terms of on-site signage and other information provision, and to enhance visitor enjoyment and safety.

2.10.10 Further details on the proposals are set out in the **Rights of Way and Access Strategy** contained within **Volume 2 Chapter 15 Appendix 15I** of the **ES**.

2.10.11 In addition to this, **Volume 2** of the **First ES Addendum** assesses the environmental impacts of a crossing point and associated path which would be provided over Lover's Lane from the northern field of Aldhurst

Farm into the arable field to the north. A new route would then pass through an existing field, parallel to the field boundary, towards Kenton Hills. It would then join the existing Bridleway 19 route, as shown in **Volume 2**, **Figure 2.2.32** of the **First ES Addendum**. The link would be designated as a bridleway once construction of the SZC Project is complete.

REFERENCES

2.1 EDF Energy (2017) Hinkley Point C Cooling Water Infrastructure Fish Protection Measures: Report To Discharge DCO requirement CW1 (Paragraph 1) and Marine Licence Condition 5.2.31 V2.0

2.2 Environment Agency (2005) Screening for Intake and Outfalls: a best practice guide

2.3 Environment Agency (2010) Cooling Water Options for the New Generation of Nuclear Power in the UK

CONTENTS

2 DESCRIPTION OF PERMANENT DEVELOPMENT 5
2.1 Introduction 5
2.2 Overview of the permanent development 6
2.3 Controlled flexibility 9
2.4 Main platform 10
2.5 Sizewell B relocated facilities and National Grid land 28
2.6 Offshore works area 4241
2.7 Temporary construction area, including Upper Abbey Farm . 4443
2.8 Fen meadow compensation areas 4746
2.9 Leiston off-site sports facilities 47
2.10 Proposed design strategies 4847
REFERENCES 5352

TABLES

Table 2.1: Parameters for buildings, plant and structures on the main platform. 10
Table 2.2: Parameters for stacks on the main platform. 12
Table 2.3: Parameters for other development on the main platform 13
Table 2.4: Description of ancillary buildings 2625
Table 2.5: Parameters for Sizewell B relocated facilities and National Grid land. 3130
Table 2.6: Coordinates for offshore works. 4241
Table 2.7: Parameters for buildings, plant and structures in the Upper Abbey Farm area 4443

PLATES

None provided.

FIGURES

Environmental Statement Volume 2 Chapter 2 (Doc Ref. 6.3) [APP-183]

Figure 2.1: Landscape masterplan (Operational) – illustrative (*superseded by Second Environmental Statement Addendum, Figure 2.2.2)*

Figure 2.2: Main development site general arrangement illustrative - for information

Figure 2.3: Operational parameter plan: main development site, key plan

Figure 2.4: Operational parameter plan, main platform (*superseded by First Environmental Statement Addendum, Figure 2.2.8)*

Figure 2.5: Operational parameter plan: main development site, Upper Abbey Farm *(superseded by Updated Main Development Site Environmental Statement and First Environmental Statement Addendum Figures)*

Figure 2.6: Operational parameter plan, SZB relocated facilities and National Grid land (*superseded by First Environmental Statement Addendum, Figure 2.2.12)*

Figure 2.7: Marine Works

Figure 2.8: Permanent sea defence illustrative view (*superseded by First Environmental Statement Addendum, Figure 2.2.24)*

Figure 2.9: Northern Mound typical section (*superseded by First Environmental Statement Addendum, Figure 2.2.23)*

Figure 2.10: Beach Landing Facility illustrative view (*superseded by First Environmental Statement Addendum, Figure 2.2.5)*

Figure 2.11: SSSI Crossing illustrative view (*superseded by Updated Main Development Site Environmental Statement and First Environmental Statement Addendum Figures)*

Figure 2.12: Leiston off-site sports facilities illustrative layout *(superseded by Updated Main Development Site Environmental Statement and First Environmental Statement Addendum Figures)*

Figure 2.13: Sizewell drain and main platform typical cross-section

First Environmental Statement Addendum Volume 2 (Doc Ref. 6.14) [AS-190 and AS-191]

Figure 2.2.1: Operational Parameter Plan, bat barn

Figure 2.2.5: Illustrative view of the permanent beach landing facility

Figure 2.2.7: Sizewell B Relocated Facilities Revised Site Layout (Option 1)

Figure 2.2.8: Operational parameter plan, main platform

Figure 2.2.9: Illustrative view of Coronation Wood Development Area (Option 1)

Figure 2.2.10: Illustrative view of Pillbox Field (Option 1)

Figure 2.2.11: Sizewell B Relocated Facilities Alternative Layout (Option 2)

Figure 2.2.12: Operational parameter plan, SZB relocated facilities and National Grid land

Figure 2.2.16: Illustrative view of the proposed change to SSSI crossing *(superseded by Updated Main Development Site Environmental Statement and First Environmental Statement Addendum Figures)*

Figure 2.2.22: Permanent Sea Defence Cross Section

Figure 2.2.23: Northern Mound Cross Section

Figure 2.2.24: Illustrative view of the proposed change to the permanent HCDF

Figure 2.2.25: Permanent Sea Defence Cross Section (Adaptive)

Figure 2.2.26: Pakenham fen meadow compensation area site boundary

Figure 2.2.32: Proposed Bridleway Link between Aldhurst Farm and Kenton Hills

Figure 2.2.41: Landscape masterplan (Operational) – illustrative (*superseded by Second Environmental Statement Addendum, Figure 2.2.2)*

Updated Main Development Site Environmental Statement and First Environmental Statement Addendum Figures (Doc Ref. 6.14(B))

Figure 2.3: Operational parameter plan, key plan: main development site, Upper Abbey Farm (Revision 2.0)

Figure 2.5: Operational parameter plan: main development site, Upper Abbey Farm (Revision 2.0)

Figure 2.11: SSSI Crossing Illustrative View (Revision 2.0)

Figure 2.12: Leiston off-site sports facilities illustrative layout (Revision 2.0)

Second Environmental Statement Addendum Figures (Doc Ref. 6.16 Ch)

Figure 2.2.2: Landscape Masterplan (Operational) – illustrative

APPENDICES

Environmental Statement Volume 2 Chapter 2 (Doc Ref. 6.3)

Appendix 2A: Outline drainage strategy

Appendix 2B: Lighting management plan

Unless specifically stated, where a document reference is provided, it refers to the document series. Refer to the **Navigation Document** (Doc Ref. 1.3) for the latest revision number.

2 DESCRIPTION OF PERMANENT DEVELOPMENT

2.1 Introduction

2.1.1 This chapter sets out the permanent proposals for the main development site, which comprises the total area needed for constructing and operating the Sizewell C nuclear power station (Sizewell C). The site boundary of the main development site is shown on **Figure 1.1** of **Chapter 1** of **Volume 2** of the **ES**.

2.1.2 Details on the construction of Sizewell C are provided in **Chapter 3** of this volume, including a summary of the temporary development required within the main development site to facilitate construction. Details of the commissioning and operation of Sizewell C are found in **Chapter 4** of this volume. Details of decommissioning of Sizewell C are found in **Chapter 5** of **Volume 2** of the **ES**.

2.1.3 Further details of the design of permanent buildings and landscape are set out in the **Sizewell C Main Development Site Design and Access Statement** (Doc Ref. 8.1). Further details on the management of ecology and the landscape are set out in the **Outline Landscape and Ecological Management Plan** (Doc Ref. 8.2).

2.1.4 The main development site comprises five components, which are illustrated in **Figure 1.2** of **Chapter 1** of **Volume 2** of the **ES**:

- Main platform: the area that would become the power station itself.
- Sizewell B relocated facilities and National Grid land: the area that certain Sizewell B facilities would be moved to in order to release other land for the proposed development, and land required for the National Grid infrastructure.
- Offshore works area: the area where offshore cooling water infrastructure and other marine works would be located.
- Temporary construction area: the area located primarily to the north and west of the proposed site of special scientific interest (SSSI) crossing, which would be used to support construction activity on the main platform.
- Land to the East of Eastlands Industrial Estate (LEEIE): the area to the north of Sizewell Halt and King George's Avenue, which would be used to support construction on the main platform and temporary construction area.

2.1.5 LEEIE comprises temporary development only and therefore details are set out in **Chapter 3** of **Volume 2** of the **ES**.

2.1.6 The following additional permanent developments are described in this chapter:

- Off-site sports facilities at Leiston, which would be used during the construction stage as a shared outdoor sports facility for Alde Valley School, the local community and construction workers, as shown on **Figure 1.3** of **Chapter 1** of this volume.
- Fen meadow compensation sites to the south of Benhall, to the north of Pakenham and to the east of Halesworth, as shown on **Figure 1.4** and **Figure 1.5** of **Chapter 1** of **Volume 2** of the **ES** (Doc Ref. 6.3) and **Figure 2.2.26** of **Volume 2** of the **First ES Addendum**.

2.1.7 The marsh harrier habitat improvement area (Westleton), if required, would be temporary development and is therefore described in **Volume 2 Chapter 3** of the **ES** (Doc Ref. 6.3).

2.1.8 Other forms of associated development are described and assessed in **Volumes 3 to 9** of the **ES** (Doc Ref. 6.4 to 6.9).

2.2 Overview of the permanent development

2.2.1 Sizewell C would be located immediately to the north of the existing Sizewell B power station and would comprise two United Kingdom European Pressurised Reactor (UK EPR™) units with an expected net electrical output of approximately 1,670 megawatts (MW) per unit, giving a total site capacity of approximately 3,340MW. The new nuclear power station would represent the nationally significant infrastructure project component of the proposed development.

2.2.2 In summary, permanent development at the main development site would comprise the following building, engineering or other operations as shown in **Figure 2.2** of **Volume 2** of the **ES** (Doc Ref. 6.3) and **Figure 2.2.2** of **Volume 2** of the **Second ES Addendum.**

a) Nuclear islands

- Two nuclear islands, including two UK EPR™ reactor buildings and associated annexed buildings and structures containing the safety systems, fuel handing systems and access facilities, together with the adjacent emergency diesel generator buildings.

b) Conventional islands

- Two conventional islands, each including a turbine hall and associated electrical buildings for the export and distribution of electrical power.

c) Operational building

- An operational service centre (a multi-purpose building), which allows for access into the nuclear islands, including storage areas, workshops, store rooms, laboratories, data centre, offices and associated support and welfare facilities, including the staff restaurant.

d) Cooling water pumphouses and associated buildings

- Two cooling water pumphouses with related infrastructure (one for each UK EPR™ reactor).

e) Ancillary buildings

- Plant, office/access, storage and fuel and waste management.
- National Grid 400 kilovolt (kV) substation, alterations to the existing National Grid substation and associated diversion of overhead lines.
- Relocation of several Sizewell B ancillary buildings including the outage store, training centre; administrative buildings; visitor centre; and, office, canteen and welfare facilities.
- Associated buildings, structures and plant outside of the power station perimeter.

f) Marine works and associated infrastructure

- The cooling water system and combined drainage outfall in the North Sea.

g) Other site structures, infrastructure and works, including highway works and earthworks.

- Overhead power lines and pylons connecting the conventional islands to the National Grid substation.
- Replacement of an existing National Grid pylon and power line south of Sizewell C.

- Installation of a cut-off wall and cut-off wall platform and associated deep excavations within the main platform.
- Vehicular and pedestrian crossing over the Sizewell Marshes SSSI south of Goose Hill in the form of a bridge and embankments.
- A beach landing facility (BLF) proposed for freight and abnormal indivisible loads (AILs) arriving by sea.
- Relocation of certain Sizewell B infrastructure, including: outage laydown area; access roads; up to 579 operational car parking spaces (Option 1).
- Relocation of certain Sizewell B infrastructure, including: outage laydown area; up to 112 replacement car parking spaces; access roads; up to 576 outage car parking spaces; and, outage car park access roads (Option 2).
- Diversion and creation of rights of way including Bridleway 19.
- Power station access road, linking the SSSI crossing with a new roundabout onto Abbey Road (B1122).
- Up to 770 operational car parking spaces and up to 600 outage car parking spaces.
- Realignment of Lover's Lane, Eastbridge Road (part) and other highway works.
- Replacement vehicular access from Valley Road to adjoining farmland to the north.
- Mammal culvert under Lover's Lane between Sizewell Marshes SSSI and Aldhurst Farm.
- Realignment of the junction of the B1122 Abbey Road and Lover's Lane.
- Flood defences and coastal protection measures.
- Onshore components of the marine infrastructure.
- Water supply and drainage measures, including realignment of Sizewell Drain.

- Landscape restoration works and planting, including flood mitigation and associate wetland habitat.
- Additional parking spaces at Kenton Hills car park.
- Fencing, lighting and other security provisions.

2.2.3 In addition to the above permanent development at the main development site, the following permanent off-site developments would take place:

- New sports facilities located on existing playing fields at Alde Valley school in Leiston.
- Fen meadow compensation areas located at Halesworth, Pakenham and Benhall.

2.2.4 Details of a temporary marsh harrier habitat improvement area (Westleton), if required, are set out in **Chapter 3**, **Volume 2** of the **ES**.

2.2.5 Sizewell C would result in the permanent loss of approximately 6.52ha of land within the Sizewell Marshes SSSI. Further details on individual habitat losses within the SSSI, alongside proposed mitigation and compensation, are set out in **Volume 2, Chapter 14** of the **ES**.

2.3 Controlled flexibility

2.3.1 SZC Co. has adopted a parameters approach which identifies defined envelopes for the permanent development within which future development would be located.

2.3.2 The reason for adopting this approach is to ensure that SZC Co. has enough flexibility to allow detailed designs to evolve and be submitted following grant of development consent.

2.3.3 The parameters are defined on:

- **Figure 2.3** and **Figure 2.5** of the **Volume 2** of the **ES**; and
- **Figures 2.2.1, 2.2.8 and 2.2.12** of **Volume 2** of the **First ES Addendum**.

2.3.4 The parameters define zones within which each of the buildings listed in **Tables 2.1, 2.2, 2.3, 2.5** and **2.7** in **Volume 2** of the **ES** would be located.

2.3.5 Parameters for marine elements described in **Table 2.6** are shown on the **Work Plans** (Doc Ref. 2.3) on **Figure 2.7** in **Volume 2** of the **ES**.

2.4 Main platform

2.4.1 The main platform is where Sizewell C would be permanently located. **Figure 2.2** indicatively shows how the main platform could be designed.

2.4.2 **Tables 2.1** – **2.3** set out the parameters for development on the main platform, which are also secured as a Requirement in Schedule 2 of the **Draft Development Consent Order** (Doc Ref. 3.1).

2.4.3 The tables should be read in conjunction with the parameter plans shown on **Volume 2**, **Figure 2.2.8** of the **First ES Addendum** and **Figure 2.5** of **Volume 2** of the **ES** and the text below.

2.4.4 The finished ground level of the main platform would be 7.3m Above Ordnance Datum (AOD), with minor variations as necessary to provide for adequate drainage.

Table 2.1: Parameters for buildings, plant and structures on the main platform.

Building/structure details	Maximum height (mAOD)
Parameter Zone 1A-1 (nuclear islands)	
Fuel building x 2 (Work No. 1A(a)(ii))	47
Fuel building hall x2 (Work No. 1A(a)(iii))	27
Boron storage building x 2 (Work No. 1A(a)(iv))	27
Safeguard building x 8 (Work No. 1A(a)(v))	50
Nuclear auxiliary building x 2* (Work No. 1A(a)(vi))	47
Access tower x 2 (Work No. 1A(a)(viii))	37
Radioactive waste storage building x 1 (Work No. 1A(a)(ix))	27
Radioactive waste process building x 1 (Work No. 1A(a)(x))	27
Radioactive waste treatment building x 1 (Work No. 1A(a)(xi))	27
Hot laundry building x 1 (Work No. 1A(a)(xii))	27
Hot workshop, hot warehouse, facilities for decontamination x 1 (Work No. 1A(a)(xiii))	27
Effluent tanks and refuelling water tanks x 1 (Work No. 1A(a)(xiv))	27
Emergency diesel generator building x 4* (Work No. 1A(a)(xv))	39
Cooling water discharge weir building (type 1) x 2 (Work No. 1A(a)(xvi))	27

Building/structure details	Maximum height (mAOD)
Cooling water discharge weir building (type 2) x 2 (Work No. 1A(a)(xvii))	27
Parameter Zone 1A-2 (reactor buildings)	
Reactor building x 2 (Work No. 1A(a)(i))	72
Parameter Zone 1A-3 (conventional islands)	
Turbine hall x 2 (Work No. 1A(b)(i))	57
Sky bridges x 2 (Work No. 1A(b)(ii))	32
Conventional Island electrical building x 2 (Work No. 1A(b)(iii))	35
~~Power transmission platform: g~~Gas insulated switchgear building x 2 (Work No. 1A(b)(iv))	35
~~Power transmission platform: m~~Main transformer platforms x 2 (Work No. 1A(b)(v))	35
~~Power transmission platform: u~~Unit transformer platforms x 4 (Work No. 1A(b)(vi))	35
~~Power transmission platform: a~~Auxiliary transformer platforms x 2 (Work No. 1A(b)(vii))	35
Operational service centre x 1 (Work No. 1A(C))	47
Parameter Zone 1A-4 (cooling water pump house and associated buildings and plant)	
Cooling water pump house x 1 (Work No. 1A(e)(i))	29
Forebay x 1 (Work No. 1A(e)(ii))	22
Outfall pond building x 1 (Work No. 1A(e)(iii))	22
Filtering debris recovery pit x 1 (Work No. 1A(e)(iv))	22
Fire-fighting water distribution building x 1 (Work No. 1A(e)(v))	22
Parameter Zone 1A-5 (cooling water pump house and associated buildings and plant)	
Cooling water pump house x 1 (Work No. 1A(e)(i))	29
Forebay x 1 (Work No. 1A(e)(ii))	22
Outfall pond building x 1 (Work No. 1A(e)(iii))	22
Filtering debris recovery pit x 1 (Work No. 1A(e)(iv))	22
Fire-fighting water distribution building x 1 (Work No. 1A(e)(v))	22
Parameter Zone 1A-6 – (waste storage)	
Intermediate level waste store x 1 (Work No. 1A(f))	27
Parameter Zone 1A-7 (spent fuel storage)	

Building/structure details	Maximum height (mAOD)
Interim spent fuel store x 1 (Work No. 1A(g))	38
Parameter Zone 1A (ancillary ~~buildings~~structures) (Work No. 1A(h))	
Buildings, including (but not limited to): emergency equipment store; main access control building; auxiliary administration building; emergency response centre, emergency response energy centre, secondary access control building; meteorological station; demineralisation station; valve room for the demineralisation station; auxiliary boilers; hydrogen storage; oxygen storage; hydrazine storage; chlorination plant; service ventilation building; raw water & potable water storage/supply; degassed water storage tanks; cooling water discharge shaft; chemical products storage; garage for handling materials; oil & grease storage; contaminated tools store; sewage treatment plant; conventional island water tanks; nuclear island water tank; conventional waste storage; transit area for very low and low level waste; service access buildings; underground tunnel highpoints; battery load banks; warehouse; interim spent fuel store equipment storage building; other ancillary buildings.	27
Parameter Zone 1B (BLF)	
Permanent BLF x 1 (Work No. 1A(m))	6
Parameter Zones P1 – P6 (SZC power station pylons)	
Three monopoles x 2 (Zones P1 and P6) (Work No. 1A(a)(viii))	55
Pylon x 1 (Zone P2) (Work No.1A(d))	75
Pylon x ~~3~~2 (Zones P3, P4 and P5) (Work No.1A(d))	59

* See Table 2.2 for stacks related to these buildings.

Table 2.2: Parameters for stacks on the main platform.

	Coordinates	Centre maximum radius (m)	Minimum height (mAOD)	Maximum height (mAOD)
Parameter zone S1 – nuclear auxiliary building stack x 1 (Work No.1A. (vii))	X = 647201 Y = 264182	5	77	79
Parameter zone S2 – nuclear auxiliary building stack x 1 (Work No.1A. (vii))	X = 647201 Y = 263952	5	77	79

	Coordinates	Centre maximum radius (m)	Minimum height (mAOD)	Maximum height (mAOD)
Parameter zone S3 – Emergency diesel generator building stack x 3* (Work No. 1A(a)(xv))	X = 647224 Y = 264307 / X = 647243 Y = 264307 / X = 647259 Y = 264307	5	36.7	39
Parameter zone S4 – Emergency diesel generator building stack x 3* (Work No. 1A(a)(xv))	X = 647224 Y = 264133 / X = 647243 Y = 264132 / X = 647259 Y = 264132	5	36.7	39
Parameter zone S5 – Emergency diesel generator building stack x 3* (Work No. 1A(a)(xv))	X = 647224 Y = 264075 / X = 647243 Y = 264074 / X = 647259 Y = 264074	5	36.7	39
Parameter zone S6 – Emergency diesel generator building stack x 3* (Work No. 1A(a)(xv))	X = 647224 Y = 263901 / X = 647243 Y = 263900 / X = 647259 Y = 263900	5	36.7	39

** Emergency diesel generator building exhaust stacks (S3 – S6) will be above the roof height of the building they are attached to.*

Table 2.3: Parameters for other development on the main platform

Details	Minimum crest height (mAOD)	Maximum crest height (mAOD)
Parameter Zone 1C (sea defence)		
Permanent HCDF x 1 (Work No. 1A(o))	12.6	14.6
Permanent HCDF, adapted (Work No. 1A(o))	16.4	18.0
Parameter Zone 1D (Northern mound)		
Northern Mound x 1 (Work No. 1A(o))	12.6	14.6
Parameter Zone 1E (SSSI crossing)		
SSSI crossing x 1 (Work No. 1A(l))	~~7.3~~8.6	10.5

2.4.5 The Nuclear Site Licence, which is governed by the Office for Nuclear Regulation (ONR), requires flood risk to also be assessed against 1 in 10,000 and 1 in 100,000 year events for its own purposes. The **Main Development Site Flood Risk Assessment Addendum** states that after 2140 the crest height of the sea defence is likely to need to be increased to 16.4mAOD and by 2090 the crest height of the SSSI Crossing is likely to need to be increased to 10.5mAOD. The parameters set out in Parameter Zones 1C and 1E therefore allow for these maximum heights. The adapted permanent HCDF also includes an allowance for landscaping up to a maximum crest height of +18m AOD.

a) Nuclear islands (Zone 1A-1)

2.4.6 Each of the two nuclear islands would comprise a reactor building surrounded by its associated access, safeguard, diesel and fuel buildings together with auxiliary facilities including effluent tanks and discharge weirs. The following sub-sections describe the structures in more detail. The nuclear islands would share a radioactive waste storage building, a radioactive waste process building and a radioactive waste treatment building.

2.4.7 The design approach to the predominantly industrial principal buildings within the nuclear island is to express the large bold forms based on the functional and engineering requirements and materiality as pre-defined by the UK EPR™ model. This results in a neutral grey colour for the reactor buildings and other industrial buildings where the structural finish is concrete.

i. Fuel buildings and fuel building halls (Work Nos. 1A(a)(ii) and (iii))

2.4.8 Each UK EPR™ reactor unit would have its own fuel building. The fuel buildings each house a fuel storage pool for new and spent fuel and associated fuel handling equipment. Near to the fuel buildings are the fuel building halls which would be used for the reception of new fuel and dispatch of casks containing spent fuel.

ii. Boron storage buildings (Work No. 1A(a)(iv))

2.4.9 Each UK EPR™ reactor unit would have its own boron preparation and storage area. Boric acid would be stored and prepared to help control the reactivity of the core.

iii. Safeguard buildings (Work No. 1A(a)(v))

2.4.10 There would be four safeguard buildings per UK EPR™ reactor unit, each containing safeguard systems to control and remove residual heat from the reactor in the event of abnormal operation. The four safeguard buildings would be physically separated to prevent simultaneous common-mode failure of the safeguard systems and therefore, to provide redundancy. Each safeguard building can perform all the necessary safety functions independently.

iv. Nuclear auxiliary buildings and stacks (Work Nos. 1A(a)(vi) and (vii))

2.4.11 Each UK EPR™ reactor unit would have its own nuclear auxiliary building, which would house the nuclear operation support systems and the maintenance areas. The main systems installed in the nuclear auxiliary building would comprise:

- the treatment system for primary effluents;
- the spent fuel pool-water treatment system;
- the gaseous effluent treatment system;
- part of the steam generator blow-down treatment and cooling system; and,
- the operational ventilation and chilled water systems of the nuclear auxiliary building.

2.4.12 All air exhausts from the radiological controlled areas are routed, collected, controlled and monitored within the nuclear auxiliary building prior to release through the stacks on the nuclear auxiliary buildings.

v. Access towers (Work No. 1A(a)(viii))

2.4.13 The main function of the access tower on each reactor unit is to enable controlled access to the nuclear islands. Access to the nuclear islands is strictly limited to authorised technical personnel.

vi. Radioactive waste storage, process and treatment buildings (Work Nos. 1A(a)(ix) to (xi))

2.4.14 The radioactive waste storage, process and treatment buildings would serve both UK EPR™ reactor unit. They would be used for the collection, storage, treatment and disposal of liquid and solid radioactive waste.

2.4.15 The waste buildings, which are made of reinforced concrete, would be divided into two sections: one for the storage of solid waste; and the other for liquid effluent and solid waste treatment.

vii. Hot laundry building (Work No. 1A(a)(xii))

2.4.16 The hot laundry building is used to launder radiologically contaminated garments or potentially contaminated garments (i.e. the protective clothing worn by employees when working in contamination-controlled areas). It would be a shared facility for both UK EPR™ reactor units.

viii. Hot workshop, hot warehouse and facilities for decontamination (Work No. 1A(a)(xiii))

2.4.17 The hot workshop, hot warehouse and facilities for decontamination are encompassed in a single structure that would be shared between both UK EPR™ reactor units. The hot workshop is the facility for engineering work on radiologically activated or contaminated plant components, such as valves, pipes and pumps.

2.4.18 The hot warehouse is designed to store activated or contaminated tools and components such as the multi-stud tensioner or spare reactor coolant pump motors.

2.4.19 The facilities for decontamination are designed to reduce or remove radioactive contamination of tools, components or wastes. Decontamination of equipment enables reuse of tools and minimises the volume of radioactive materials requiring disposal.

ix. Effluent tanks and refuelling water tanks (Work No. 1A(a)(xiv))

2.4.20 The effluent tanks, including the refuelling water storage tanks, for the various liquid effluent systems would be located near to the hot laundry building and decontamination facilities and would be a shared facility for both UK EPR™ reactor units. Liquid effluent undergoes different treatment depending on its source: primary effluent treatment, spent effluent treatment or turbine hall drainage water treatment. The different types of effluent are sent to three specific types of tank for temporary storage and checking before discharge.

x. Emergency diesel generator buildings and stacks (Work Nos. 1A(a)(xv))

2.4.21 In order to ensure power is always available to the safety critical infrastructure, even in the event of loss of connection or supply from the

National Grid, back-up diesel generators are located on the nuclear island.

2.4.22 Two emergency diesel generator buildings would be provided for each UK EPR™ reactor unit. Each of these buildings would house two emergency diesel generators and an ultimate diesel generator. In total, there would be twelve back-up diesel generators, comprising eight emergency diesel generators and four ultimate diesel generators. Each building would have three vent stacks.

xi. Cooling water discharge weir buildings (Work Nos. 1A(a)(xvi) and (xvii))

2.4.23 The cooling water discharge weirs consist of two buildings per UK EPR™ reactor unit (type 1 and type 2). These buildings perform multiple functions in order to ensure compliance with the UK safety and fire regulations. Their primary function is to permit the discharge of essential service water.

b) Nuclear islands – reactor buildings (Zone 1A-2) (Work No. 1A(a)(i))

2.4.24 There would be a reactor building housing a reactor unit in each of the two nuclear islands. The reactor buildings would be cylindrical with a dome. The reactor building contains the UK EPR™ reactor and the main components of the nuclear steam supply system. This system produces heat to boil water in a separate secondary circuit, which drives the turbine in the adjacent turbine hall.

2.4.25 The reactor produces heat in a controlled fission reaction contained within a thick-walled steel pressure vessel, containing the nuclear fuel (reactor core) and four cooling loops, each consisting of a reactor coolant pump and a steam generator.

c) Conventional islands (Zone 1A-3)

2.4.26 The conventional island for each UK EPR™ reactor unit would comprise the following: turbine halls; sky bridges; conventional island electrical building and the power transmission platform.

i. Turbine halls (Work No. 1A(b)(i))

2.4.27 Each turbine hall is located adjacent to the reactor building for each UK EPR™ reactor unit and contains a turbine and generator set (turbo-generator) and the main condensers, together with other components.

2.4.28 The turbine halls would comprise a lightweight superstructure and metallic clad enclosure where the applied colour would be chosen to suit its context within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB).

ii. Sky bridges (Work No. 1A(b)(ii))

2.4.29 Sky bridges are required to permit direct access between the turbine halls and the nuclear islands. They would be designed to complement the turbine halls and operational service centre.

iii. Conventional island electrical buildings (Work No. 1A(b)(iii))

2.4.30 The electrical building (one per UK EPR™ reactor unit) houses electrical distribution panels, which provide the permanent power supplies to the nuclear island and the conventional island systems, together with the instrumentation and control system which monitors and manages these systems.

iv. Power transmission platform: switchgear buildings and transformer platforms (Work No. 1A(b)(iv) to (vii))

2.4.31 The function of the power transmission platform (one per UK EPR™ reactor unit) is to transmit the electrical power generated to the National Grid substation. The power transmission platform houses the following key plant items: two gas insulated switchgear buildings; ~~a~~ two main transformer platforms; two-unit transformer platforms; and ~~an~~ two auxiliary transformer platforms.

2.4.32 Electricity generated is stepped up to 400kV via the main transformer and this power is then transferred to the National Grid 400kV substation via overhead power cables.

v. Operational service centre (Work No. 1A(C))

2.4.33 The operational service centre is a multi-purpose building for Sizewell C and a shared facility for both UK EPR™ reactor units. It accommodates access to the nuclear islands, storage areas, workshops and storerooms, laboratories, offices, a data centre, a medical centre and associated support and welfare facilities, including the staff restaurant. It also accommodates training facilities.

2.4.34 The Sizewell C training centre would be located within the operational service centre and would accommodate a full scope simulation of the reactors. It would be the primary tool for training operators and would also contain a range of classrooms.

2.4.35 The operational service centre would be designed with a courtyard arrangement, with offices arranged around an internal atrium which maximises daylight from the interior of the floorplate and reduces the extent of windows to the external façade. The centre would be in operation 24 hours a day, seven days a week.

d) Cooling water pump houses and associated buildings and plant (Zones 1A-4 and 1A-5)

i. Cooling water pump houses (Work No. 1A(e)(i))

2.4.36 There would be one cooling water pump house for each UK EPR™ reactor unit, which would draw water from the forebays. The cooling water pump houses would contain equipment supplying seawater as coolant for:

- the nuclear and conventional islands' auxiliary and essential cooling water systems; and
- the condenser cooling system that cools the turbine exhaust steam and condenses it to liquid water for reuse as feed water within the secondary circuit.

2.4.37 Each cooling water pump house would contain four distinct supply channels (separated into 10 'trains') fed with water from the forebay.

2.4.38 Furthermore, each cooling water pump house would incorporate screening systems including drum and band screens specifically designed to prevent the blockage of key elements of plant further downstream within Sizewell C. The majority (approximately 91%) of the flow for condenser cooling associated with electricity generation and the band screens filter the remaining flow (approximately 9%) for the auxiliary and essential cooling water systems.

2.4.39 Each drum screen would be made up of a horizontal axis drum whose outer circumference would be made up of panels of a smooth ('fish friendly') fine mesh. A 10mm mesh size is proposed at Sizewell C due to the high risk of clogging from jellyfish swarms. The inner circumference of each drum screen would have 'fish-friendly' elevator ledges or 'buckets', which would lift debris and marine organisms including fish. Continuous wash-water sprays would then flush the collected material into collection troughs which in turn flush into a gutter for onward flow to the filtering debris recovery pit. In normal operation, the drum screens would rotate at a low speed but if there is any indication of blockage both the rate of rotation and the flow rate of wash-water would be increased.

2.4.40 Each of the cooling water pump houses would also have two rotating band screens to remove debris from the lateral train, prior to passage through the fine bore heat exchanger systems that follow. The band screens would be made up of a continuous belt of linked mesh plates which are rotated around two horizontal rollers, one positioned at the foot of the waterway and one above, and similarly aligned with a catch bucket and gully for fish return that discharges into the filtering debris recovery pit.

ii. Forebays (Work No. 1A(e)(ii))

2.4.41 There would be one forebay for each UK EPR™ reactor unit, each served by its own dedicated intake tunnel. The forebays serve to smooth the water flow into the cooling water system accounting for the tidal range of the North Sea. The forebays are also interlinked for safety reasons.

iii. Outfall pond buildings (Work No. 1A(e)(iii))

2.4.42 All abstracted sea water, which has served its cooling function and would thus have been warmed, would be conveyed back to the marine environment via an outfall pond building, open to atmosphere that discharges into an outfall gallery. The outfall galleries leading from each of the outfall pond buildings (one per UK EPR™ reactor unit) would then join to form a single outfall tunnel, discharging to sea.

iv. Filtering debris recovery pits (Work No. 1A(e)(iv))

2.4.43 Plant for managing screen debris is positioned near to each cooling water pumphouse. It would consist of a pre-discharge section and a pre-discharge basin. The pre-discharge section would involve the continuation of the washwater gulley that would run from the drum and band screens to collect fish and other marine organisms directed from the screens, together with the gutter from the forebay raking screens.

2.4.44 Recovered fish and debris would be returned to the sea under gravity via a dedicated fish recovery and return (FRR) tunnel per UK EPR™ reactor unit.

Fish recovery and return system

2.4.45 The FRR system would be fully integrated within the cooling water infrastructure. Its purpose would be to recover fish and other marine organisms that are entrapped in the cooling water system and caught on both the drum and band screens. The system would return them to sea.

2.4.46 Elements of the FRR system are found in the forebay (i.e. the trash racks and racking system), the pumping station (i.e. the fish 'buckets' fitted to the drum and band screens that recover fish from the pumphouse wells and filtration screens; the very low pressure wash sprays which gently wash fish and biota off the screens into the fish 'buckets'; the collection 'hopper' which receives fish and biota washed off the screens; and the collection of gutters that transfer the fish and biota to the filtering debris recovery building), the filtering debris recovery building (i.e. the fish sampling basin) and the FRR tunnels that return the recovered fish and biota to sea.

2.4.47 The FRR system would be of very similar design as approved by the Marine Management Organisation, Environmental Agency, Natural England and Natural Resources Wales for Hinkley Point C (Ref. 2.1) with two key differences[1]:

- the fish would be discharged back to sea directly from the base of the filtering debris recovery building; and,
- each FRR system would have its own, separate return tunnel.

2.4.48 The FRR system would be in general accordance with Environment Agency science and evidence publications on fish protection at power stations (Ref. 2.2 and 2.3)

v. Fire-fighting water distribution buildings (Work No. 1A(e)(v))

2.4.49 The fire-fighting water distribution buildings, one for each UK EPR™ reactor unit, would provide the fire-fighting water supply and house an emergency water provision for nuclear island facilities' cooling.

e) Waste storage (Zone 1A-6)

2.4.50 This section should be read in conjunction with **Volume 2 Chapter 7** of the **ES**.

i. Intermediate level waste store (Work No. 1A(f))

2.4.51 Intermediate level waste generated during operation of Sizewell C would be placed in the intermediate level waste storage facility which would be

[1] Due to the very large tidal range at Hinkley Point C the fish need to be raised to platform level using an Archimedes screw to allow discharge to sea under gravity. At platform level the flow from the two filtering debris recovery buildings combine to join one shared tunnel that returns fish and biota to sea. This is not required at Sizewell

designed for a life of about 100 years. No gaseous discharge stack is necessary. This store is a shared facility for both UK EPR™ reactor units.

f) Spent fuel storage (Zone 1A-7)

2.4.52 This section should be read in conjunction with **Volume 2 Chapter 7** of the **ES**.

ii. Interim spent fuel store (Work No. 1A(g))

2.4.53 The interim spent fuel store is a shared facility that would provide long term safe and secure storage for spent fuel until it is removed from Sizewell C. The fuel store would be designed for a life of at least 100 years. The fuel store would be near to the intermediate level waste storage facility to facilitate security zoning during operation of Sizewell C and after decommissioning of all other buildings associated with Sizewell C.

2.4.54 The interim spent fuel store would comprise a 'dry' fuel store with spent fuel loaded into a metal canister and then welded shut, before being placed and stored in a large, leak-tight steel and concrete cask. No gaseous discharge stack or external heat sink equipment are necessary.

g) ~~Sea defences~~Coastal defence features (Zone 1C) (Work No. 1A(o))

2.4.55 The permanent sea defence, known as the Hard Coastal Defence Feature (HCDF) and Soft Coastal Defence Feature (SCDF) would be in the form of a landscaped embankment built seaward of the outer security fence for Sizewell C. The baseline crest height of the embankment to protect against wave overtopping would be 12.6m AOD (excluding landscaping).

2.4.56 The HCDF would include rock armour placed on the seaward size of the sea defence.

2.4.57 Fill material is assumed to be placed on the landward side and the core of the sea defence, with reinforcements, as necessary. Ground improvement works are assumed to be necessary using Controlled Modulus Column (CMC) piling or similar where underlying peat is present.

2.4.58 As with Sizewell B, an artificial linear dune / sacrificial berm comprising largely of shingle would extend along the frontage of the sea defences at a level on the shore above extreme high water-level spring tides and rising to a height of approximately 6.4m AOD~~, known as the Soft Coastal Defence Feature~~ (SCDF). The function of this feature would be to erode and release sediment to the beach face during severe storms and high

water levels, thereby slowing overall erosion rates locally and maintaining the protective shingle beach in front of, and above the toe of the HCDF.

2.4.59 The HCDF landscaping scheme would take into account landscape, biodiversity and recreational considerations. In order to create a semi-natural and less engineered appearance, and to provide additional screening of Sizewell C from certain public viewpoints along Sizewell beach, the height of the HCDF would vary along its length between 13.2m AOD and 14.6m AOD, with a typical gradient of approximately 1 in 3 on the seaward embankment. Landscaping is assumed to comprise filling the interstices of the rock armour with shingle and sand followed by topsoil and planting as appropriate. The coast path would form part of the seaward landscaping and would typically be placed at approximately +5mOD. The feature would be similar in outward appearance to the Sizewell B sea defence, although its alignment would be further to the east. As with the frontage of Sizewell B, the artificial linear dune fronting the sea defence would be integrated into the landscaping scheme through the creation of semi-natural dune habitats.

2.4.60 The seaward toe of the HCDF would be buried to a depth of approximately +0mOD.

2.4.61 Illustrative details of the sea defences can be found at **Figures 2.2.22** and **2.2.24** of **Volume 2** of the **First ES Addendum**.

Permanent HCDF, adapted (Work No. 1A(o))

2.4.62 The Nuclear Site Licence, which is governed by the Office for Nuclear Regulation (ONR), requires flood risk to also be assessed against 1 in 10,000 and 1 in 100,000 year events at 2140 for its own purposes. After 2140 the project is assumed to enter the decommissioning phase. The permanent HCDF design retains the ability to raise the sea defence further to mitigate this risk.

2.4.63 The maximum crest height of the adaptive sea defence would be +16.4m AOD and landscaping would increase this to up to +18m AOD. The seaward toe of the sea defence would be buried and set at a level of approximately -1.5mOD, south of the permanent BLF. The toe of the Northern Mound at the permanent BLF does not need to increase in extent in the adaptive scenario.

2.4.64 As with the permanent HCDF, the subaerial beach and SCDF fronting the adapted HCDF would be maintained

2.4.65 The adaptive design would be constructed using additional rock armour or similar placed on top of the seaward side of the sea defence, with an

additional crest wall incorporated within the structure. Additional fill material would be placed on the landward side and landscaped to create naturalistic undulations following the same approach as the permanent HCDF.

2.4.66 Indicative details of the adapted HCDF are shown on **Figure 2.2.25** of **Volume 2** of the **First ES Addendum**. The parameter location of the adapted HCDF is shown at **Figure 2.2.8** of **Volume 2** of the **First ES Addendum**.

h) Northern Mound (Zone 1D) (Work No. 1A(o))

2.4.67 The Northern mound is an existing substantial landscape feature to the north of Sizewell beach. It is made up of spoil that was extracted during the construction of Sizewell B.

2.4.68 Due to the proximity of this area to the main platform, the Northern mound's function would be expanded from a landscape feature to a sea defence. Therefore, the Northern mound would be rebuilt to be able to withstand the unlikely event of a significant earthquake in the local area.

2.4.69 The rebuilt Northern mound would tie into and form part of the Sizewell C coastal defence features~~sea defences~~, which in turn would tie into the Sizewell B sea defences ~~to provide a continuous defence structure~~. The toe of the Northern mound would remain at approximately +0mOD when the permanent HCDF is adapted.

2.4.70 The access road to the BLF would be incorporated into the Northern Mound.

2.4.71 A typical section of the Northern mound is shown on **Figure 2.2.23** of **Volume 2** of the **First ES Addendum**.

i) Beach landing facility (Zone 1B) (Work No. 1A(m))

2.4.72 A permanent BLF is required for the operational phase for delivery of AILs during maintenance, such as the reactor pressure vessel. The landward termination of the permanent BLF would be at up to 6m AOD to provide the necessary depth to accommodate the required barges. The permanent BLF would be approximately 100m in length.

2.4.73 The permanent BLF would include a temporary deck structure that can be removed when not in use, leaving minimum visible elements.

2.4.74 Fender piles with cross beams and piled mooring dolphins would be located immediately adjacent to the permanent BLF to aid safe berthing.

A linkspan ramp, which would comprise a short steel constructed bridge would provide a connection to the cross beams. A taper section would then provide a ramp onto the barge. If required, fixed structures in the water (i.e. dolphins or lateral pillars) would be lit.

2.4.75 When not in use for extended periods of time, the modular sections of the permanent BLF including the linkspan ramp and the taper would be removed.

2.4.76 When the permanent BLF deck is removed for storage, several elements would remain in situ and be maintained for the operational life of Sizewell C. These would consist of ~~28~~ 32 piling structures (spaced a minimum of 9m apart, excluding fender piles and mooring dolphins), cross beams and a ground beam connection from the BLF to the access road. The height of pile projections, including fender piles, cross beams and mooring dolphins would be up to approximately 1m above the mean high-water water.

2.4.77 The pile and ground beam furthest into the beach would be located within the existing dunes and so would typically not be visible.

2.4.78 An associated roadway would connect the permanent BLF to the main platform.

2.4.79 To accommodate the safe passage of barges and accompanying tugs to the permanent BLF a navigational channel and grounding area would be required in the nearshore zone occupied by two longshore bars. Plough dredging would create a planar surface for the barges, as the use of a plough dredge minimises sediment extraction from the area. A dredging volume of approximately 9,250m^3 is assumed to facilitate access and barge grounding. Further details on dredging are set out in **Chapter 3**.

2.4.80 Illustrative details showing how the permanent BLF could look for the majority of the time during operation, when it is dismantled, are shown on **Figure 2.2.5** of **Volume 2** of the **First ES Addendum**.

2.4.81 The permanent BLF is also required for the construction phase and further details are set out in **Chapter 3**.

j) Sizewell C pylons (Zones P1-P6) (Work Nos. 1A(a)(viii) and 1A(d))

2.4.82 Electrical connections from the main platform would be made via overhead lines to the National Grid 400kV substation, which in turn would connect into the National Grid high voltage transmission system. Six monopoles and four pylons would be required to make the connections

between the power transmission platforms and the substation. Details of the proposed National Grid pylons are set out later in the chapter.

i. Ancillary structures~~buildings and infrastructure~~ (Zone 1A) (Work No. 1A(h))

2.4.83 Several ancillary ~~buildings~~ structures would be required to facilitate the operation of Sizewell C. These would include buildings for office, access, plant, storage and other purposes and may include (but not limited to) those set out in **Table 2.4**.

Table 2.4: Description of ancillary ~~buildings~~structures

Building details	Description
Main access control building	Primary access and control of daily entrance and exit of personnel and visitors, and vehicles on-site.
Auxiliary administration building	Multifunctional building that includes ancillary facilities for operational staff and administration.
Secondary access control building	A secondary access point to and from Sizewell C.
Emergency equipment store	Facility to enable a rapid response to an emergency event.
Emergency response centre	Primary function is to house the site's emergency response centre.
Emergency response energy centre	Primary function is to host power distribution plant and fuel to run the back-up diesel generators and the on-site emergency response facilities and equipment.
Off-site delivery check point	Facility to allow vehicle searching.
Meteorological station	Facility for housing environmental monitoring and recording equipment.
Demineralisation station	Demineralised water storage building.
Valve room for the demineralisation station	Facility to house the valves necessary for the operation of the demineralisation station.
Auxiliary boilers	Provide steam for heating the deaerator and turbine gland sealing for start-up for both reactor units.
Hydrogen storage	Store hydrogen and nitrogen for the turbine generator and the nuclear island.
Oxygen storage	Store oxygen and argon for the nuclear island.
Hydrazine storage	Provided for adding to the secondary circuit water to achieve the correct potential hydrogen (pH) to minimise corrosion.
Chlorination plant	Plant for chlorinating the cooling water system.

Building details	Description
Degassed water storage tanks.	Tanks will store degassed water from the Demineralisation Station and provide water supply for the effluent treatment which takes place in the radioactive waste storage building.
Cooling water discharge shaft	Provides an access point for a remotely operated vehicle to be sent to the outfall tunnels, to safely inspect and maintain the tunnels over the life of the power plant.
Sewage treatment plant	Provides dedicated treatment of sewage generated on-site prior to discharge.
Conventional island water tanks	Storage of water for use in the conventional island.
Nuclear island water tank	Storage of water for use in the nuclear island.
Service access buildings	Provides access to the underground network of service tunnels.
Service ventilation buildings	Provides ventilation to the underground network of service tunnels.
Battery load banks	Equipment used for testing of electrical systems.
Warehouse	To support the operational logistics of the site and would be used as a workshop and warehouse throughout the life of the power station.
Garage for handling facilities	Fenced compound used for the garaging of special handling equipment and vehicles.
Chemical products store	Store for process of chemicals for use in the plant.
Oil and grease storage	Building for the storage of oil and grease during operation. The building would also accommodate the vehicles for the transfer of the oil to the required locations.
Raw water and potable water storage/supply building	Facility which provides a balancing (buffer tank) for the raw water supply from the local water company and would also supply raw water to downstream users.
Contaminated tools storage	Fenced compound for contaminated tools.
Conventional waste storage	Store for conventional waste.
Transit area for very low-level waste and low-level waste	Fenced compound for sorting and interim storage before collection and removal off-site.
Interim spent fuel store equipment storage building	Storage for transportation and handling equipment used to transfer the spent fuel to the interim spent fuel store.

2.4.84 In addition to the buildings set out above, there is a network of underground service tunnels within the main platform, which enable cabling, pipework and other services between buildings and plant.

2.4.85 A perimeter fence would enclose most of the main platform. Additional high security area fencing would be provided around the nuclear island.

2.4.86 The main road access within the main platform would be provided by a ring road around most buildings (the main circulatory road). This would be supplemented by additional roads to service ancillary ~~buildings~~ structures and secondary roads for vehicle access to buildings. All pedestrian routes would be segregated from vehicular access.

2.4.87 The cut off wall installed during the construction period would be retained for the permanent development as seen in **Chapter 3** of this volume which provides construction details. The realignment of Sizewell drain would be retained, as illustrated in the typical section shown on **Figure 2.13**.

2.5 Sizewell B relocated facilities and National Grid land

2.5.1 A number of existing Sizewell B facilities would need to either be relocated from the main platform or relocated within Sizewell B because of relocation from the main platform. These facilities have a broad range of functions including industrial, workplace, education, cultural and infrastructure; some of which would need to be upgraded to comply with current standards and regulations.

2.5.2 Planning permission under Town and Country Planning Act 1990 (application ref. DC/19/1637/FUL) for the Sizewell B relocated facilities has been granted by ESC Strategic Planning Board. The **ES** for that application is appended to the **ES** at **Volume 1 Appendix 2A.**

2.5.3 **Chapters 8 to 28** in this volume typically cross-refer to the relevant chapter within **Volume 1, Appendix 2A** of the **ES** (Doc Ref. 6.3) for a detailed assessment of effects and description of mitigation associated with the Sizewell B relocated facilities, where relevant. Impacts arising from the Sizewell B relocated facilities are also summarised in the above chapters directly, where applicable, together with an explanation of the implications of relevant project design changes made since the preparation of the Sizewell B relocated facilities ES. These design changes include the removal of the previously proposed footpath between the outage car park on Pillbox Field and the Coronation Wood development area and an alternative junction arrangement for the new access road to the outage car park on Pillbox Field and Sizewell Gap.

2.5.4 As part of SZC Co.'s commitment to continue to engage with stakeholders and explore the possibility for re-using previously developed land within the existing Sizewell power station complex, an area of land within the Sizewell A complex has become potentially available for use by the Sizewell B relocated facilities project, subject to the completion of a land agreement. Further design development has also led to a revised layout of the relocated facilities to facilitate easier and more efficient construction.

2.5.5 Together this results in two options for the delivery of the Sizewell B relocated facilities, of which one would be delivered through this Application. The environmental implications of the further changes shown in each option are set out in **Chapter 2** of the **First ES Addendum**.

2.5.6 Details of the changes are set out below.

a) Option 1: Sizewell B relocated facilities proposals, including Sizewell A land (Work No. 1E)

2.5.7 As shown in **Figure 2.2.7** of **Volume 2** of the **First ES Addendum,** the design changes for Option 1 comprise:

- *Removal of the replacement Sizewell B outage car park and associated access road from Pillbox Field.* If the Sizewell B outage car park were relocated from Pillbox Field to the existing Sizewell B west car park, there would also be no need for the demolition of Rosery Cottages garage or the connection for pedestrians between Pillbox Field and the Coronation Wood development area. Therefore, only mitigation planting would be proposed in Pillbox Field.

- *Relocation of the administration building.* Originally proposed with welfare facilities within the Sizewell B power station perimeter, this building would be moved to the Coronation Wood development area to facilitate easier construction. The welfare facilities, along with replacement storage and refurbished canteen, would still be located within the Sizewell B station perimeter.

- *Revised design of the training centre.* The width of the building would be increased and the height reduced from three storeys to two storeys to reduce the visual impact of the building

- *Revised layout of the Coronation Wood development area*, as shown in **Figure 2.2.9** of **Volume 2** of the **First ES Addendum**: the laydown area would be moved to the Sizewell A land; changes would be made to the arrangement/ location of replacement operational car parking;

and, the visitor centre would be relocated to the southern part of the Coronation Wood development area.

- *Redesign of the landscaping scheme on Pillbox Field*. This would provide ecological enhancement and mitigation planting for trees lost from Coronation Wood. The redesigned landscaping scheme is illustrated on **Figure 2.2.10** of **Volume 2** of the **First ES Addendum**.

2.5.8 A separate planning application was submitted to ESC under the Town and Country Planning Act 1990 in November 2020, reflecting this revised approach to relocating certain Sizewell B facilities. As per the (now revised version of) the original scheme, it also features in this Application.

b) Option 2: Sizewell B relocated facilities proposals, excluding Sizewell A land (Work No. 1D)

2.5.9 As shown in **Figure 2.2.11** of **Volume 2** of the **First ES Addendum,** the design changes for Option 2 comprise:

- *Revised design of the training centre.* The width of the building would be increased and height reduced from three storeys to two storeys to reduce the visual impact of the building.

- *Relocation of the administration building.* Originally proposed with welfare facilities within the Sizewell B power station perimeter, this building would be moved to the Coronation Wood development area, to the north of the training building, to facilitate easier construction. The welfare facilities, along with replacement storage and refurbished canteen, would still be located within the Sizewell B station perimeter

- *Revised layout of the Coronation Wood development area:* relocation of the visitor centre to the southern part of the Coronation Wood development area; and, utilisation of the remaining central area between the proposed buildings, within the Coronation Wood development area for the outage laydown.

2.5.10 Parts of the Sizewell B relocated facilities and National Grid land require flexibility to allow detailed designs to evolve and be submitted following grant of development consent. **Table 2.5** sets out the parameters for this flexibility and should be read in conjunction with the parameter plan shown on **Figure 2.2.12** of **Volume 2** of the **First ES Addendum** and the text below.

Table 2.5: Parameters for Sizewell B relocated facilities and National Grid land.

Building/structure name	Maximum height (mAOD.
Parameter zone 1G (National Grid substation)	
Substation (Work No. 1A(p))	27
Unspecified amount of associated plant, buildings and infrastructure (Work No. 1A(p))	22
Parameter zones 1H, 1I and 1J (Sizewell B relocated facilities)	
Storage, canteen and welfare facilities (1H)* (Work No. 1D(h) and Work No. 1E(g))	29
Administration buildings, to include workshops, civils store, office accommodation and general store (1I)** (Work No. 1D(g) and Work No. 1E(f))	29
Visitor Centre (1J)*** (Work No. 1D(f) and Work No. 1E(e))	29
Parameter zone P7 (National Grid pylon)	
National Grid pylon (Work No. 1A(q))	67
~~**Parameter zone P8 (National Grid pylon)**~~	
~~National Grid pylon~~	~~67~~

** Maximum floorspace of new development: 4,500m2 GEA.*

*** Maximum floorspace of new development: 5,000m2 GEA*

**** Maximum floorspace of new development: 1,000m2 GEA.*

a) Sizewell B relocated facilities offices, canteen and welfare facilities (Zone 1H) (Work No. 1D(h) and Work No. 1E(g))

2.5.11 The Sizewell B relocated facilities proposed development also includes relocated facilities for storage, welfare and canteen: canteen facility for operations and outage staff; general storage; a civils store and workshop; a general store and changing facilities.

2.5.12 Outline parameters have been identified for the proposed uses (see **Table 2.5**). The detailed design of the zone would respond to the functional requirements and consider the extent of existing facilities currently located within this zone.

2.5.13 Building materials and appearance would be in keeping with the existing ancillary buildings. The buildings would be operational for seven days a week, on a 24-hour basis.

2.5.14 Foundations for these proposals would likely only require ground bearing solutions.

b) Administration buildings, to include workshops, civils store, office accommodation and general store (Zone 1I) (Work No. 1D(g) and Work No. 1E(f))

2.5.15 The administration building would seek to re-provide office accommodation for operations and outage staff. The proposed administration building would be located in the north-east corner of the Coronation Wood development area, outside of the Sizewell B power station site perimeter as it is a building that needs to be readily accessible by its intended users.

2.5.16 The proposed administration building would be situated in a prominent position on the current entrance route into the Sizewell power station complex. It would be located alongside the main approach road and south-west of the main Sizewell B power station security perimeter entrance. This location is directly opposite the Sizewell B power station dry fuel store and east of the partially removed Sizewell A power station reservoirs, disused electrical substation and associated fence.

2.5.17 The layout and access design would consider pedestrian access to and from the proposed replacement operational car park and the outage car park as well as to the Sizewell B power station security perimeter entrance.

2.5.18 Whilst the design of the administration building is still in development, similar principles as for the training centre would be utilised to minimise the impact of the building on the surrounding environment.

c) Visitor centre (Zone 1J) (Work No. 1D(f) and Work No. 1E(e))

2.5.19 The existing Sizewell B visitor centre would be replaced with a permanent, modern educational facility for visitors, including school groups. It is proposed that the new visitor centre would be located in the south-east corner of the Coronation Wood development area, adjacent to the junction of the main Sizewell B power station approach road and the proposed western access road. This prominent location allows the building to be easily found by its users who are less likely to be acquainted with the Sizewell power station complex.

2.5.20 The design of the facility would use some of the same elements, materials and form of the existing ancillary buildings, but would articulate these differently to reflect the public facing function of the building and its location.

2.5.21 Both the training centre and administration building have been orientated so that their shorter facades face the western site boundary where they

are in closest proximity to the site boundary and Sizewell Marshes SSSI boundary, and also likely to be more prominent in off-site viewpoints regarding light impact. The western façade of the training centre has been designed without windows, thus eliminating the potential for light spill. The design for the administration building and the visitor centre is still in development, however similar principles would be utilised to minimise their impacts on the surrounding environment. Suitable mitigation measures, such as use of automated internal lighting control, automated blinds or louvres would be employed in the design to minimise effects to the extent required.

2.5.22 The visitor centre would typically operate the same hours as the existing visitor centre, typically being 09:00 to 16:00 hours from Monday to Saturday but may extend beyond these hours for specific events. The occupancy of the building would vary daily, depending on visiting groups and events. It is anticipated that the total maximum occupancy would be approximately 135 people. Groups would be predominantly pre-booked to visit, however the facility would also be open to walk-in visitors.

d) Sizewell B relocated facilities development where the design is fixed

2.5.23 Where designs for the Sizewell B relocated facilities are at an advanced stage, details are submitted in full.

i. Sizewell B outage store (Work No. 1D(a) and 1E(a))

2.5.24 The outage store would be used for the storage of general and specialist plant, equipment and materials for use during outage periods. Office space would be provided for staff to carry out work both during and outside of outage periods.

2.5.25 The outage store would be relocated within the existing Sizewell B station perimeter. The location is directly opposite the Sizewell B power station turbine hall (the largest adjacent structure) to the north and adjacent to the Sizewell B power station security perimeter fence separating Sizewell A and Sizewell B power stations to the south.

2.5.26 The outage store would include inspection areas for contamination and radiation.

2.5.27 The building would be accessed by pedestrians through a main entrance on the north side of the building. Vehicular access is provided through two vehicle doors on the north façade.

2.5.28 The outage store would be slightly taller than the neighbouring facilities at an elevation of 35m AOD, though lower than the Sizewell B turbine hall

and in keeping with the overall building heights at Sizewell B power station.

2.5.29 The design of the outage store would be in keeping with the existing ancillary buildings and consist of grey profiled aluminium cladding.

2.5.30 The foundations for the outage store would be based on a ground bearing solution, with no permanent piles required.

ii. Sizewell B laydown area (Work No. 1D(b) and 1E(b))

2.5.31 The laydown area comprises a general storage facility and working area for use primarily during outages. It would be located either on an area of redundant Sizewell A land (Option 1), or at the southern end of the Coronation Wood Development Area[2] (Option 2). It would be used for the storage of plant and equipment. Use of the area would also require mobile workshops, temporary office accommodation and the storage of shipping containers, which would be limited to a maximum height of 6m. Any fabrication that would take place within the laydown may require temporary cover. Certain activities would be constrained by the presence of the 400kV overhead lines running over its western side.

2.5.32 When Sizewell B is not in an outage, the area would be used flexibly for operational activities including maintenance work and storage, as required.

2.5.33 If located on an area of redundant Sizewell A land (Option 1), it would be designed to maximise the flexibility of the space to accommodate the wide range of activities (i.e. minimising obstructions such as lighting columns).

2.5.34 If located at the southern end of the Coronation Wood Development Area (Option 2), the laydown area would require a secure perimeter and would be attended by a yardsman, with accommodation provided in a yardsman's hut up to 3m high.

2.5.35 Each option for the laydown area has been designed so that it can be accessed by vehicles from the existing site access road (primary access), where the yardsman would be stationed (Option 2), with a secondary access from the western access road which would be gated (Option 2). Pedestrian access to the laydown area would be segregated from vehicle access (Option 2), or limited as a means to segregate vehicles and pedestrians (Option 1).

[2] The Coronation Wood Development Area comprises the proposed western access road, Sizewell B training centre, Sizewell B laydown area and replacement Sizewell B car park.

2.5.36 The laydown area would be used all year round, with peak activities occurring on a 24-hour basis during outages. Accordingly, the area would be lit by asymmetric 8m lighting columns with shorter columns underneath the overhead lines (Option 2). The lighting arrangements would provide localised lighting of up to 100 lux when needed for certain tasks as provided in **Appendix 2B** of **Volume 2** of the **ES**. When lighting is not needed in an area, the lights can be switched off to minimise the overall lighting levels.

iii. Sizewell B replacement car park (Work Nos. 1(D)(d) and 1E(d))

Option 1: Sizewell B relocated facilities proposals, including Sizewell A land (Work No. 1E(d))

2.5.37 As part of the Coronation Wood development area, replacement operational car parking would be provided. The proposed replacement operational car park would form the majority of the Coronation Wood development area with the proposed training centre and administration building to the north-east, the proposed visitors centre to the south east and the proposed western access road to the west.

2.5.38 This location provides easy pedestrian access to the proposed training centre, administration building and visitor centre and avoids the need for pedestrians to cross any roads. The proposed replacement operational car park would be located beneath the overhead power lines, but it is considered the height restriction will not adversely affect the car parking in service.

2.5.39 The proposed replacement operational car park would provide 579 spaces over an area of approximately 14,004m^2.

2.5.40 Vehicular access to the proposed replacement operational car park would be through a dedicated entrance from the proposed western access road. A new pedestrian link would be through the replacement operational car park to access the main entrance of the proposed training centre and the rest of the Sizewell B power station. Provision for deliveries would be from the proposed western access road to the north-west of the site. This area is segregated from the main car park.

2.5.41 Although the use of permeable paving offers a number of benefits, the long-term function is reliant on regular maintenance that would require periodic closing of the car park. This would have an operational impact on the power station that is to be avoided. Therefore, permeable paving is not proposed for the replacement operational car park. The proposed replacement operational car park is to be constructed using impermeable

paving with catch pits, oil separators and infiltration trenches for surface water drainage.

2.5.42 The lighting for the proposed replacement operational car park would comprise asymmetric lanterns on 4-6m columns. The lux levels would meet the minimum required for safety/ security in car parks (20 lux) and would only be used in the hours of darkness.

Option 2: Sizewell B relocated facilities proposals, excluding Sizewell A land (Work No. 1D(d))

2.5.43 The Sizewell B replacement car park would be located to the west (and north) of the Sizewell B training centre and would provide approximately 112 car parking spaces. It would replace the existing 63 spaces at the technical training and 'pool car' car park, the existing 16 spaces at the existing visitor centre car park and the existing 21 spaces to the north of Coronation Wood. An additional six enlarged spaces and six accessible spaces would be provided to comply with current standards.

2.5.44 Vehicular access would be provided from a dedicated entrance off the proposed western access road, with a new pedestrian link created from the replacement car park to access the Sizewell B training centre, Sizewell B power station main entrance and neighbouring facilities. Eight charging points for electric vehicles would be provided.

2.5.45 The replacement car park would be surfaced with a heavy-duty permeable block paving and/or provided with catchpit soakaways that would allow full infiltration of surface water run-off into the subsurface, thereby negating the need for an independent drainage network. Oil/ hydrocarbon/ silt interception systems (e.g. as permeable paving or an oil separator) would be provided to avoid the pollution of controlled waters from surface water run-off.

2.5.46 The car park would be lit by asymmetric 4m lighting columns. Lighting levels would be at the minimum required for car parking areas (20 lux).

iv. Sizewell B training centre (Work Nos. 1D(c) and 1E(c))

Option 1: Sizewell B relocated facilities proposals, including Sizewell A land (Work No. 1E(c))

2.5.47 The proposed training centre would be located in the north-east corner of the Coronation Wood development area, south of the proposed administration building. The replacement operational car park is proposed to the south and west of the training centre, which would include car parking provision for the facility.

2.5.48 The proposed training centre would be the main facility where Sizewell B power station employees and contracting staff receive training/inductions on numerous site-related activities. The proposed training centre would accommodate a diverse range of facilities including; training rooms, cellular and open plan offices, staff and student facilities, including locker and mess facilities, workshops, specialist training rooms and their associated facilities.

2.5.49 The assumed average occupancy for the proposed training centre would be 150 people, with a peak occupancy of 350 people (in the lead up to and during outages). The building would be open 7 days a week 08:00-17:00 hours on regular days and 24 hours during outage periods, and when otherwise required.

2.5.50 The primary vehicle access route to the proposed training centre is via the proposed western access road. Service vehicles would access the training centre either from the proposed replacement operational car park or a service road to the north west corner of the building. The main entrance to the proposed training centre would be to the south of the building adjacent to the accessible and primary parking area. The key driver for the ground floor level of the proposed training centre is to ensure accessibility to the entrance while maintaining access to the proposed administration building.

2.5.51 The orientation for the proposed training centre was chosen to be east-west. This orientation makes the best use of the existing site topography to accommodate the facility requirements and reduces excavation. It also offers the advantage of orientating the building such that the shorter western façade which looks out to the Sizewell Marshes SSSI and the wider AONB is blank, i.e. windowless. This reduces light spill towards the SSSI from the proposed building. It also improves accessibility, as pedestrian and vehicle access can be easily separated.

Option 2: Sizewell B relocated facilities proposals, excluding Sizewell A land (Work No. 1D(c))

2.5.52 The Sizewell B training centre would combine the existing Sizewell B training arrangements into a single building. It would be located between the proposed laydown area to the south, the proposed visitor centre to the north, and replacement car park to the west.

2.5.53 The three-storey training centre would be the main facility where Sizewell B staff would receive inductions and training for site related activities.

2.5.54 The training centre has been designed for an average occupancy of 150 people, with a peak occupancy of 350 people. The building would be

open seven days a week, from 07:00 to 19:00 hours on non-outage days and 24 hours a day during outage periods and when otherwise required. The main entrance is on the northern façade, to ensure connection with the visitor centre and rest of Sizewell B.

2.5.55 The design of the training centre would be in keeping with the existing ancillary buildings, although the materials chosen would ensure a softer appearance to the more industrial buildings of Sizewell B station. The building is orientated such that the shorter western façade facing the wider AONB and Sizewell Marshes SSSI is windowless, thereby minimising light spill in this direction.

2.5.56 Shallow, pad foundations would be provided under columns, with a suspended ground floor slab spanning between pads. Foundation depths would typically be 1-2m below ground level.

v. Sizewell B internal ~~western access~~ road

2.5.57 A western access road is proposed on the western edge of the Coronation Wood Development Area, either surrounding the proposed replacement operational car park (Option 1) or adjacent to the proposed laydown area and replacement car park (Option 2). The road would follow the alignment of an existing access track to the south of Coronation Wood Development Area and then head north to join the existing Sizewell B approach road and roundabout.

2.5.58 The western access road would reduce interfaces between pedestrians and vehicles on the main access road to Sizewell B during both construction and operation, and thus improve safety.

2.5.59 The proposed two-way western access road would be 275m long and 7.3m wide and surfaced with asphalt. The road would be lit by 4m lighting columns at minimum lighting levels required for roads, with lighting fixtures directed away from the Sizewell Marshes SSSI.

vi. Sizewell B outage car park (Option 2 only) (Work No. 1D(e))

2.5.60 The Sizewell B outage car park would be relocated to the northern end of Pillbox Field (outside of the existing Sizewell B power station site perimeter) for use during outages only (both scheduled and unscheduled). It would provide 576 car parking spaces, which is the same as the existing provision. Vehicular access to the outage car park would be via a new junction from Sizewell gap into Pillbox Field. During outage periods, the car park would be in use 24-hours a day to meet Sizewell B's operational requirements. In line with the planning conditions attached to the Sizewell B relocated facilities planning permission, a pedestrian access

route from the outage car park on Pillbox Field to the Sizewell B power station is to be agreed with ESC prior to the first use of the outage car park facility.

2.5.61 The car park would be a surface level car park constructed with a grass reinforcement system base (a rigid system of interlocking plastic reinforcement cells that allow the growth of grass under intensive vehicular and/or pedestrian traffic). The grass reinforcement system would provide a high strength structure of which a large proportion of the surface could be infilled, enabling the system to be visually unobtrusive and contribute towards achieving a sustainable urban drainage system.

2.5.62 Cars would access the outage car park from Sizewell Gap road via a new junction.

2.5.63 The outage car park would be lit to allow for adequate coverage across the car park given the types of vehicles anticipated. Directional lighting would be installed to minimise obstructive light. The car park would not be lit when not in use.

2.5.64 The ground levels of the outage car park have been designed to deliver a solution that balances earthworks volumes against the potential visual impact of the car park upon the surrounding environment. Reprofiling of the field to extend the existing ridgeline to the east, as well as planting around the southern and south-eastern edges of the car park, is proposed to provide screening. Planting is also proposed along the eastern edge of the outage car park access road for this purpose.

2.5.65 Under Option 1, the Sizewell B outage car park would be located elsewhere on Sizewell B land (an area known as the west car park) – no works are required for this, with the exception of a new pumping station.

e) National Grid land

i. National Grid substation (Zone 1G) (Work No. 1A(p))

2.5.66 An extension to the existing National Grid 400kV substation would be required to accommodate the additional generation output of Sizewell C. The overhead lines that currently terminate at the existing National Grid 400kV substation would be diverted into a new substation building built alongside and interconnected with the existing substation building, so that the electricity generated by both the existing Sizewell B and new Sizewell C power stations can be exported to the National Electricity Transmission System.

2.5.67 The National Grid substation may include the key equipment listed below. The final equipment to be utilised will be determined during detail design of the National Grid substation:

- gantries (up to 6): which are structures that support electrical conductors as they transition from the overhead line pylon to the National Grid substation allowing them to connect to the busbars and other equipment within the National Grid substation;
- cable terminations/sealing ends: used where high voltage underground cable joins onto busbars allowing their connection to equipment within the National Grid substation;
- switchgear (air insulated or gas insulated): which includes circuit breakers, disconnectors, earth switches and other equipment (some of which is described below), which switches, controls and protects the high voltage electrical circuits and equipment within the National Grid substation;
- circuit breakers: an automatically operated electrical switch designed to protect an electrical circuit from damage caused by overload or short circuit. Its basic function is to clear a fault condition by breaking the electrical circuit which would immediately discontinue electrical flow;
- disconnectors: which allow a physical break in the electrical circuits to be introduced which isolates the substation during periods of maintenance;
- earth switches: which allows safe maintenance of the National Grid substation equipment;
- busbars, connectors and post insulators: air insulated or gas insulated, which form the high voltage electrical circuit to allow the flow of electricity around the National Grid substation;
- current and voltage transformers: which convert electrical current and voltage to levels which can be safely measured by the National Grid substation's control and protection equipment;
- surge arresters: which protect key equipment by providing a path to earth when triggered by an abnormal voltage condition such as a lightning strike;

- series reactors/inductors: an item of wound plant forming part of the electrical circuits which limits electrical current during a fault condition to ensure switchgear can operate safely within its design capability,
- emergency generator: which provides standby low voltage electricity supply to the National Grid substation in the event of a failure of the local electricity supply;
- earthing system: which provides a grounding mat below the earth surface at the National Grid substation which equipment is connected to, protecting equipment and personnel from voltage surges and lightning strikes by safely transferring current to ground;
- ancillary buildings: which may include a small workshop/store, welfare, control room, incoming power and protection/telecom/metering room(s); and
- security fence: which will comprise a perimeter fence with an electrified fence installed along its inner boundary to maintain security of the National Grid substation.

2.5.68 External lighting would also be installed at the substation which may entail:

- general lighting around the perimeter fence and within the National Grid substation for the purposes of security and to provide adequate lighting levels for access and inspection of equipment; and
- task related flood lighting within the National Grid substation which may be necessary from time to time during repair/maintenance activities.

2.5.69 Whilst the above lighting is provided, the substation would not normally be lit during hours of darkness.

ii. National Grid pylon~~s~~ (Zone~~s~~ P7 ~~and P8~~) (Work No. 1A(q))

2.5.70 The National Grid substation will connect into each of the four circuits on the National Grid 400kV overhead lines. To facilitate these connections, modifications to the existing overhead lines will be required which will include a new pylon (Zone P7), ~~modification of an existing pylon (Zone P8),~~ removal of an existing pylon adjacent to the existing National Grid substation and the permanent realignment of a short section of the overhead line to connect to the new National Grid substation.

2.6 Offshore works area

2.6.1 Parameters for the offshore works area are set out in **Table 2.6** and should be read in conjunction with **Figure 2.7** of **Volume 2** of the **ES** and the text below.

Table 2.6: Coordinates for offshore works.

Headworks	Coordinates	Headworks centre max. radii
2 x ~~i~~intake head~~work~~s and vertical shafts for seawater extraction including excavation and capital dredging works (Work No~~s~~. 2B) (Two of three positions to be selected)	X = 650722 Y = 263320 X = 650525.76 Y = 263359.68 X = 650624.00 Y = 263341.00	25m
2 x ~~i~~intake head~~work~~s and vertical shafts for seawater extraction, including excavation and capital dredging works (Work No~~s~~. 2D) (Two of three positions to be selected)	X = 650726.00 Y = 264261.94 X = 650826.00 Y = 264264.00 X = 650925.98 Y = 264266.06	25m
2 x ~~O~~outfall head~~work~~s and vertical shafts for seawater return including excavation and capital dredging works (Work No. 2F)	X = 651080.00 Y = 264125.00 X = 651155 Y = 264125	25m
2 x fish return outfall head and vertical shaft, including excavation and capital dredging works ~~FRR headworks~~ (Work Nos. 2H and 2J)	X = 647980 Y = 264000 X = 647980 Y = 264300	25m
Combined drainage outfall head~~work~~ and vertical shaft, including excavation and capital dredging (Work No. 2L)	X = 647980 Y = 264340	25m

2.6.2 Seawater for cooling would be abstracted via a series of intake structures and tunnels. Approximate dimensions identified below are assumed for the purposes of environmental assessment.

2.6.3 Each UK EPR™ reactor unit would have a single dedicated 6m internal diameter intake tunnel that connects to the forebay on the main platform (Work Nos. 2A and 2C). At the seaward end of each tunnel two vertical shafts would extend upwards to provide a connection to the sea via a seabed-mounted intake head (one head per shaft).

2.6.4 Each intake tunnel would terminate in two concrete headworks with dimensions of approximately 8m (height) x up to approximately 50m (length) x 10m (width), protruding approximately 4m above the seabed (Work Nos. 2B and 2D). The coordinates stated in **Table 2.6** relate to the centre-point of each headwork.

2.6.5 A single 8m internal diameter outfall tunnel serving both UK EPR™ reactor units would return the cooling water to the sea from the outfall pond buildings (Work No. 2E), with a pair of vertical shafts at its seaward end, each leading upwards to a single outfall headworks, again mounted on the seabed. The outfall headworks are likely to be 8m (height) x 16m (length) x 16m (width), protruding approximately 3m above initial seabed level (Work No. 2F). The coordinates stated in **Table 2.6** relate to the centre-point of each headwork.

2.6.6 The intake and outfall tunnels would extend approximately 3km from the shore, at depths of approximately up to 30m below ordnance datum (Newlyn).

2.6.7 The Fish Recovery and Return (FRR) outfall headworks (Work Nos. 2H and 2J) would comprise a concrete block approximately 4.5m (height) x 3m (width) x 3m (depth). They would be buried approximately 2m into the sediment (Work Nos. 2H and 2J). The coordinates stated in **Table 2.6** relate to the centre-point of each headwork.

2.6.8 The two fish return tunnels (Work Nos. 2G and 2I), with an internal diameter of approximately 0.65m, would commence at the filtering debris recovery pits and be tunnelled below the seabed level before rising to the seabed to connect with the FRR outfall headworks. The coordinates stated in **Table 2.6** relate to the centre-point of each headwork.

2.6.9 The combined drainage outfall tunnel, with a diameter of approximately 1.2m (Work No. 2K) would be connected to a concrete outfall headwork structure (Work No. 2L), anticipated to be of similar dimensions to the FRR headworks. The coordinates stated in **Table 2.6** relate to the centre-point of the headwork.

2.7 Temporary construction area, including Upper Abbey Farm

2.7.1 Parameters for permanent development in the Upper Abbey Farm area, forms part of the temporary construction area, are set out in **Table 2.7** and should be read in conjunction with the parameter plans shown on **Figure 2.5** and **Volume 2**, **Figure 2.2.1** of the **First ES Addendum**, as well as the following text.

Table 2.7: Parameters for buildings, plant and structures in the Upper Abbey Farm area.

Building details	Maximum height (mAOD)
Parameter zone 1F (access control)	
Off-site delivery checkpoint, associated buildings, structures and plant. (Work No.1A(k))	18
Parameter zone 1G (bat barn)	
Bat barn (Work No. 1A(ff))	8
Parameter zone 1N (ancillary substation compound)	
132kV substation and associated compound~~Ancillary substation compound~~. (Work No. 1A(j))	27

a) Power station access road (Work No. 1A(w)), ~~junction with the~~ B1122 roundabout (Work No. 1B) and operational and outage car parking (Work No. 1A(r))

2.7.2 A permanent two-lane access road, with a segregated route for cyclists and pedestrians would be provided. A corridor similar in character to a country road would be established, while maintaining safe access/egress. The access road would be a private thoroughfare for Sizewell C operations only. Lighting would be present at the junction with the B1122 and at the operational car park and at associated facilities in this area as necessary.

2.7.3 The access junction to the B1122 would become part of the adopted highway and would comprise a four-arm roundabout as shown in **Figure 2.2.2** of **Volume 2** of the **Second ES Addendum**, reduced from five-arms during the construction stage.

2.7.4 A car park would be provided at the eastern end of the access road and would accommodate up to 1,370 spaces divided between permanent parking spaces for day-to-day operation and the training facilities (approximately 770) and spaces required during outage periods (approximately 600), as shown in **Figure 2.2** of the **ES**. Cycle parking and electric vehicle charging points would be provided.

b) Off-site delivery checkpoint, associated buildings, structures and plant (Zone 1F) (Work No.1A(k))

2.7.5 The primary function of the off-site delivery checkpoint is to accept deliveries to the site at a secure central location for sorting prior to onward site-wide distribution, as shown in **Figure 2.2** of the **ES**.

a) Bat barn (Zone 1G) (Work No. 1A(ff))

2.7.6 The height of the bat barn would be up to 8 metres AOD and the footprint would be up to 25m^2. The structure would be made out of wood or masonry brick, with a steep pitched roof and dark coloured tiles for ecological purposes. The location is confirmed in the Operational Parameter Plan (**Figure 2.2.1** of **Volume 2** of the **First ES Addendum**).

b) Vehicular and pedestrian bridge crossing Sizewell Marshes SSSI (Work No. 1A(l))

2.7.7 The SSSI crossing provides an essential pedestrian and vehicular connection across Sizewell Marshes SSSI, linking Sizewell C with the new access road. The design comprises an approximately 15 metre wide bridge, through which the Leiston drain would flow, reduced from approximately 40m during the construction phase to increase light levels onto the Leiston Drain. The SSSI Crossing embankments would remain in situ from the construction phase. The total distance between the walls of the bridge would be approximately 24m.

2.7.8 Following the completion of the construction phase, the western-most access route across the causeway would be maintained to provide operational access to the power station. The easternmost part of the causeway would be appropriately landscaped, helping to create a landscape boundary between the power station development and its surroundings, as shown in **Figure 2.11** of **Updated Main Development Site ES and First ES Addendum Figures**. The carriageway would have an approximate width of 12m and require approximately 3m high safety barriers on either side

2.7.9 The bridge would be of sufficient size to leave the bank and channel of the Leiston drain completely intact. A ledge would be installed to enable passage by otters and artificial bat roosts would be included within or on the bridge abutments. Wing walls would be provided over the Leiston Drain to increase daylight under the bridge.

2.7.10 The gradient of the slope on the eastern (seaward) side would be approximately a 1:3 gradient. The landward slope, which is generally less

visible in views, would be approximately a 1:1 gradient. Soft landscaping would be provided on both sides of the embankment, with more substantial planting on the seaward side.

c) 132kV substation and associated compound ~~Electrical substation south of Upper Abbey Farm~~ (Zone 1N) (Work No. 1A(j))

2.7.11 A new substation is proposed to provide an electrical supply during the construction phase. The substation would be retained during the operational phase to complete the electrical connection between the Leiston substation at Sizewell Wents and certain site buildings.

2.7.12 The location for the substation is to the south of Upper Abbey Farm within a field west of Bridleway 19. The facility would be surrounded by secure fencing accessed by a road extending south from the power station access road, as shown in **Figure 2.2** in the **ES**.

2.7.13 The substation design would be based on a standard UK Power Networks 132/11kV outdoor substation. It would be enclosed by security fencing. The compound would contain:

- a switch house;
- outdoor transformers, switchgear, and busbars; and
- internal roads, footpaths, parking spaces, ancillary cabinets and equipment enclosures.

2.7.14 The electrical supply cable from this substation would be installed during the construction period as detailed in **Chapter 3** of **Volume 2** of the **ES**, and retained during the operational period.

a) Kenton Hills car park (Work No. 1A(cc))

2.7.15 The car park and access into Kenton Hills woodland would be improved to enhance the visitor experience. The development would comprise:

- provision of up to 15 additional parking spaces;
- additional signage and picnic tables; and
- selective vegetation removal.

b) Lover's Lane junction realignment and associated works (Work No. 1C)

2.7.16 To provide the necessary amount of space between the level crossing and other road junctions during construction as detailed in **Chapter 3** of this volume, the junction of the B1122 (Abbey Road) and Lover's Lane would be moved approximately 100m to the south of its current location. This would be a permanent re-alignment of Lover's Lane, to improve visibility at this junction for all road users. A right turn lane would also be provided for traffic travelling from the south into Leiston Recycling Centre.

2.7.17 SZC Co. intend to improve connectivity between the two sites by providing a new mammal culvert located in close proximity to the existing culvert at Lover's Lane north of Leiston Recycling Centre. It would be designed with features to encourage use by mammals including otters and water voles. Otter fencing would also be installed to guide animals to the culvert.

2.8 Fen meadow compensation areas (Work Nos. 6, 7 and 18)

2.8.1 The fen meadow compensation areas at Pakenham, Benhall and Halesworth created during the construction phase would be retained permanently to compensate for fen meadow permanently lost from Sizewell Marshes SSSI as a result of the development.

2.8.2 The three fen meadow compensation areas would provide fen meadow habitats to compensate for the permanent loss of approximately 0.46 ha of fen meadow habitat from within Sizewell Marshes SSSI. In order to create the habitats, minor changes to existing watercourses and field drains may be required to raise water levels. Taking both sites forward maximises the likelihood that fen meadow habitats would be created.

2.8.3 Further details on the fen meadow compensation areas are set out in **Volume 2, Chapter 14** of the **ES** and **Volume 2**, **Chapter 2** of the **First ES Addendum**.

2.9 Leiston off-site sports facilities (Work No. 5)

2.9.1 The Leiston off-site sports facilities would be provided during the construction stage as detailed in **Chapter 3** of this volume, as a shared facility for Alde Valley School, the local community and construction workers. These would be retained as a permanent development and left as a legacy for the school and local community. As shown in **Figure 2.12** the facilities would include:

- one full-size 3G pitch, with a 10-foot perimeter rebound fence and 400-millimetre (mm) pile, rubber crumb surface suitable for football, non-contact rugby and hockey. The pitch would include regulation drainage run-off and would be flood lit.
- Relocation of existing unlit grass pitches with movable goals.
- two multi-use games area courts suitable for basketball, netball, tennis and football, each with permeable surfacing, a 10-foot perimeter rebound fence and floodlighting.

2.10 Proposed design strategies

a) Outline drainage strategy

2.10.1 An outline drainage strategy has been developed based on the following strategic criteria:

- Drainage facilities to provide no surface flooding from a 1 in 30-year return period rainfall event, in accordance with accepted guidelines, combining a range of techniques e.g. Infiltration systems, permeable paving and surface drainage structures to remove water from paved or semi-paved surfaces (e.g. storage areas) with no ponding for a 1 in 30-year rainfall event.
- Store or safely convey the run-off from exceedance storm events greater than 1 in 30-year return period, without putting public or property at risk.
- Reduce if possible, or at least not increase, the pre-development risk of flooding.
- Determine the impact and store on site the volume of water generated from a 1 in 100-year rainfall event to prevent escape into adjacent areas.
- Remove/Treat any contaminants within surface water runoff before discharge.
- Provide amenity and ecological enhancement, if practicable.
- Protect the environment, minimise the use of finite natural resources and energy and provide value to those involved in its design, construction and operation.

2.10.2 Further details are set out in **Appendix 2A** of this chapter.

b) Lighting management plan

2.10.3 A lighting management plan has been developed based on the following objectives:

- Provide a safe working environment, meeting statutory requirements and standards.
- Allow 24-hour working (when required).
- Provide site security lighting.
- Mitigate the impact of artificial lighting on the surrounding environment as far as reasonably practicable.

2.10.4 Further details are set out in **Appendix 2B** of **Volume 2** of the **ES.**

c) Landscape

2.10.5 The landscape masterplan, as set out in detail in the **Sizewell C Main Development Site Design and Access Statement** (Doc Ref. 8.1) and the **Sizewell C Main Development Site Design and Access Statement Addendum** indicatively establishes the spatial arrangement of broad planting areas, comprising:

- mixed woodland;
- dry Sandlings grassland;
- semi-improved grassland;
- arable land;
- amenity landscape;
- marsh, fen and reedbed; and,
- vegetated dunes and shingle beach.

2.10.6 Specific objectives, which will guide long-term management of the landscape, are set out in the **Outline Landscape and Ecological Management Plan** (Doc Ref. 8.2):

- To create a transition from a managed farmland landscape at the western edge of the site, which grades into open Sandlings grassland and then the coastal zone along the site's eastern boundary. This transition from a farmed to a more natural and biodiverse landscape would be subtle and not interrupted by sharp boundaries.

- To return areas of the temporary construction area in the west of the site (Land to the East of Eastlands Industrial Estate (LEEIE) and fields around Upper Abbey Farm) to arable and semi-improved pasture agriculture respectively.

- To reinforce and expand existing linear wooded corridors and create others to provide greater long-term connectivity for bats and other species. Specifically, native woodland would be created along the margins of the Sandlings grassland linking existing woodland areas at Kenton Hills, Goose Hill and Ash Wood.

- To create an expansive area of Dry Sandlings Grassland habitat using soils inherited from the construction phase. The intention is to source seed from adjacent areas of acid grassland (such as the restored acid grassland at Retsom's and the Studio Field – both within the site). In the longer term, this area would be managed as a diverse mosaic of dry summer parched grassland with patches of neutral grassland, scrub and scattered trees – potentially with a similar structure and species assemblage as sites in the surrounding landscape such as Leiston Common and Westleton Common/Walks.

- Within the northern area of the Dry Sandlings Grassland habitat, opportunities will be sought to manage the habitat for the benefit of breeding stone-curlew (*Burhinus oedicnemus*).

- To re-establish wetland habitats temporarily lost by the realignment of sections of the Sizewell and Leiston drains within the Sizewell Marshes SSSI and minimise long-term severance effects on Sizewell Marshes SSSI. This includes the flood mitigation area and nearby wetland habitat, which post construction would become inter-linked to create a single integrated on water, wetland and wet woodland habitat feature.

- To maximise the capacity of wildlife and landscape to cope with climate change, using a planting palate of species resilient to drought and disease that are not reliant on irrigation measures.

- Once established, to integrate the management of the new habitats (coastal, grassland, woodland and wetland) with the management regimes for the existing and retained habitats within the EDF Energy Estate.

2.10.7 Works to construct Sizewell C would result in a net surplus of excavated materials at the end of the construction programme. The end-use strategy for surplus spoil (including stripped topsoil and subsoil) is to re-distribute the majority of the material across the restored landscape rather than to transport it off-site.

2.10.8 The majority of surplus materials would be distributed within the area between Dunwich Forest to the north and Kenton Hills to the south, and the coastal fringes around Goose Hill in the east to Bridleway 19 in the west. Additional mass haul of materials would also be required to complete the non-structural component of the sea defences and to restore small land parcels to existing levels where disturbed during construction. Landforms would be tied into features including the: vertical and horizontal alignment of the site access road; edges of retained landscape, with sufficient offsets to protect rooting zones of boundary vegetation; crossing point at the SSSI Crossing; and, Bridleway 19 to the west.

d) Rights of way and access

2.10.9 Sizewell C would have an impact on various public rights of way, including temporary and permanent closures and diversions. SZC Co. has therefore developed a strategy for the operational phase of development based on the following principles:

- To restore to at least their original standard any PRoW, permissive footpaths, access land, promoted cycle routes and all other pre-existing linear and area access, on the coast and inland affected by the development, where practicable.

- To comply with the legal requirements of the Equality Act 2010 and the Countryside and Rights of Way Act 2000, in terms of any new or existing access infrastructure and management, by ensuring that there are no barriers without lawful authority and that reasonable adjustments are made to facilitate access to all.

- To ensure that all new linear surfaces are easy to use.

- To apply and maintain best practice in terms of on-site signage and other information provision, and to enhance visitor enjoyment and safety.

2.10.10 Further details on the proposals are set out in the **Rights of Way and Access Strategy** contained within **Volume 2 Chapter 15 Appendix 15I** of the **ES**.

2.10.11 In addition to this, **Volume 2** of the **First ES Addendum** assesses the environmental impacts of a crossing point and associated path which would be provided over Lover's Lane from the northern field of Aldhurst Farm into the arable field to the north. A new route would then pass through an existing field, parallel to the field boundary, towards Kenton Hills. It would then join the existing Bridleway 19 route, as shown in **Volume 2**, **Figure 2.2.32** of the **First ES Addendum**. The link would be designated as a bridleway once construction of the SZC Project is complete.

REFERENCES

2.1 EDF Energy (2017) Hinkley Point C Cooling Water Infrastructure Fish Protection Measures: Report To Discharge DCO requirement CW1 (Paragraph 1) and Marine Licence Condition 5.2.31 V2.0

2.2 Environment Agency (2005) Screening for Intake and Outfalls: a best practice guide

2.3 Environment Agency (2010) Cooling Water Options for the New Generation of Nuclear Power in the UK

APPENDIX 2B TRACKED CHANGE AND CLEAN VERSIONS OF VOLUME 2 VOLUME 2, CHAPTER 5 DECOMMISSIONING OF THE ES

Contents

5. Description of Decommissioning 1
5.1 Introduction 1
5.2 Legislation, policy and guidance 2
5.3 Funding of decommissioning 3
5.4 Design for decommissioning 4
5.5 Decommissioning strategy 5
5.6 Decommissioning activities 6
5.7 Environmental assessment of decommissioning 18
References 28

Tables

Table 5.1: Radioactive waste categories. 8
Table 5.2: Types of radiological wastes generated during decommissioning. 12
Table 5.3: Estimated Sizewell C decommissioning radiological waste quantities (based on two UK EPR™ units). 14

Plates

None provided.

Figures

None provided.

5. Description of Decommissioning

5.1 Introduction

5.1.1 As part of the development of any new build nuclear power plant, it is necessary to develop plans to demonstrate that the facility can be decommissioned in a safe and environmentally acceptable way. It is expected that the Sizewell C power station will have an operational lifetime of 60 years per unit, following which it will be decommissioned. This chapter outlines the overall approach that SZC Co. is adopting to decommission the proposed UK European Pressurised Reactor (EPR™) units, and the associated buildings and infrastructure at Sizewell C. This is based upon experience gained from decommissioning of other nuclear power stations, and taking into account the UK EPR™ design, and the site-specific conditions that apply at Sizewell C. The decommissioning of Sizewell B relocated facilities buildings may be undertaken as part of Sizewell B decommissioning works.

5.1.2 This chapter also provides a summary of the relevant legislation, and describes the required funding arrangements for decommissioning. An outline of the environmental effects that may be associated with the decommissioning process is also presented.

5.1.3 Before decommissioning of a new nuclear power station can take place, there is a requirement for the operator to undertake an Environmental Impact Assessment (EIA) and prepare an Environmental Statement under the relevant EIA Regulations, such as Nuclear Reactors (Environmental Impact Assessment for Decommissioning) Regulations 1999 (Ref. 5.1) and the Marine Works (Environmental Impact Assessment) Regulations 2007. For the Sizewell C UK EPR™ units the preparation and submission of the EIA will take place in the years leading up to End of Generation[1]. The EIA performed at that time would take full account of the environmental impacts of decommissioning.

5.1.4 At this time, it is difficult to predict the specific characteristics of the environmental baseline conditions that will apply at the end of the operational life of Sizewell C. New infrastructure may be built; local communities may change in size and character; a national Geological Disposal Facility for radioactive waste should exist, but the location is not currently known; new technologies for waste treatment may be developed; appropriate site reuse options would need to be considered. These issues represent substantial uncertainties with respect to the outcome of the assessment of impacts that can be undertaken at present. These uncertainties necessitate that the EIA

[1] End of Generation is the point at which Unit 1 of the Sizewell C power station ceases operation. Unit 2 would cease generation approximately 18 months after Unit 1.

for decommissioning will need to be completed nearer to the time before work will commence.

5.1.5 For the purposes of the EIA, it is assumed that the end of operation of the Sizewell C power station will be in 2090s. By 2140s, the Interim Spent Fuel Store (ISFS) will have been decommissioned and 2190 has been assumed as the theoretical maximum site lifetime.

5.2 Legislation, policy and guidance

5.2.1 This section presents an outline of the regulatory framework specific to the decommissioning of nuclear sites.

5.2.2 In 1995, the Government produced a Review of Radioactive Waste Management Policy (White Paper CM2919) (Ref. 5.2). This set out the policy for decommissioning of nuclear sites and was updated following public consultation (Ref. 5.3). A further update was published in September 2004 "The Decommissioning of the UK Nuclear Industry's Facilities" (Ref. 5.4) and the 2008 White Paper "Meeting the Energy Challenge" (Ref. 5.5). Key aspects of the policy now in place include:

- each operator is expected to produce and maintain a decommissioning strategy and plans for its site(s);
- decommissioning activities should be carried out as soon as reasonably practicable, taking all relevant factors into account as provided for in the relevant operator's strategy and plan;
- sites of decommissioned nuclear facilities may represent a potentially valuable resource. The future use of the site, once decommissioning operations have been safely completed, could therefore be a significant factor in determining decommissioning operations;
- the use of best available techniques (BAT) to minimise the volumes of radioactive wastes which are created, particularly the volume of intermediate level waste (ILW). Wherever possible, wastes should not be created during decommissioning until an appropriate management solution is, or would shortly be, available for use; and
- any new facility covered by this policy should be designed and built so as to minimise decommissioning and associated waste management operations and costs.

5.2.3 Regulation of the decommissioning of a nuclear facility is carried out under essentially the same arrangements as apply to construction and operation. Under the Nuclear Installations Act 1965, the Office for Nuclear Regulation

(ONR) grants a licence for the purpose of installing, operating and subsequently decommissioning any commercial nuclear power station.

5.2.4 Attached to the licence are conditions which require the operator to make, and implement, adequate arrangements relevant to safety. Site licence condition 35 specifically applies to decommissioning, and requires that when a nuclear facility reaches the end of its operational life, it is decommissioned in a safe and controlled manner, and not left to pose a hazard for current and future generations. The purpose of the licence condition is, therefore, to require the licensee to have adequate arrangements for the safe decommissioning of its facilities. These arrangements include the preparation of a decommissioning plan and schedule for the site.

5.2.5 The ONR published its Safety Assessment Principles which apply to decommissioning and which the operator's site licence arrangements are required to meet (Ref. 5.6).

5.2.6 The Environment Agency regulate the management of the generation and disposal of radioactive waste on nuclear sites via the Environmental Permitting Regulations. This includes the management of waste during decommissioning. The licensee is required to demonstrate that it has appropriate radioactive waste management arrangements to meet the requirements set out by the Environment Agency and be in line with guidance provided (Ref. 5.7), where the application of BAT is expected to be a key principle.

5.3 Funding of decommissioning

5.3.1 The costs of decommissioning, waste and spent fuel management (post End of Generation) and disposal of all higher activity waste will be funded through a Funded Decommissioning Programme (FDP), approved by the Secretary of State (Department for Business, Energy and Industrial Strategy), which the current guidance requires to have been approved before "*construction work on buildings with nuclear safety significance*" commences (Ref. 5.8). Under these arrangements, SZC Co. will ensure that it sets aside funds over the operating life of the Sizewell C power station to cover these costs in full.

5.3.2 A legal framework that implements this policy has been established through the Energy Act 2008 (Ref. 5.9) and the Nuclear Decommissioning and Waste Handling (Finance and Fees) Regulations 2013 (Ref. 5.10). Government has also published two consultations on draft FDP guidance, one in February 2008 (Ref. 5.8) and a second in December 2011 (Ref. 5.11), providing further detail on what a FDP should contain. In March 2010, Government published a further consultation on the arrangements for taking title and liability to waste and spent fuel, and the mechanism for setting a fixed price for waste disposal

(Ref. 5.12) with an updated consultation document issued in December 2011 (Ref. 5.13).

5.3.3 The FDP is made up of two parts and comprises a Funding Arrangements Plan and a Decommissioning and Waste Management Plan. The Decommissioning and Waste Management Plan is a summary level document setting out the decommissioning strategy for Sizewell C, and what SZC Co. plan to do to decommission the plant and manage the waste arisings and spent fuel. The Decommissioning and Waste Management Plan presents the costs of the designated technical matters, and the schedule of work to decommission the plant, manage the wastes and spent fuel.

5.3.4 A standard approach for decommissioning both Hinkley Point C and Sizewell C is proposed to remove the risk of two sites developing separate decommissioning approaches. The intent is for Sizewell C to replicate the Hinkley Point C design, where possible, noting that there will be slight differences in design that are predominantly driven by geological differences, and other site-specific considerations between the two sites. This will allow for tools, experience and skills developed during the decommissioning of Hinkley Point C to be efficiently redeployed at Sizewell C.

5.4 Design for decommissioning

5.4.1 The UK EPR™ has been designed with maintenance and decommissioning in mind, enabling radiation doses to workers and radioactive waste quantities to be minimised when decommissioning takes place. The design incorporates a number of features to achieve this objective including:

- selection of construction materials – where practicable, materials are selected, to minimise the activation of certain elements which give rise to high levels of radiation, including cobalt, silver, and antimony;
- optimisation of neutron shielding – neutron shielding is utilised between the core and reactor vessel. This will reduce the depth of irradiation of the concrete of the reactor compartment;
- optimisation of access routes to nuclear areas – the layout of the primary circuit plant takes account of the handling and access routes for decommissioning;
- reactor systems design – systems are designed to minimise activation products and circuit contamination;
- removal of major process components – major components can be removed as a single item for size reduction in purpose-built facilities;

- submerged disassembly of reactor pressure vessel – the design of the reactor compartment facilitates the flooding of the compartment for underwater dismantling of the reactor vessel;
- modular thermal insulation – the design facilitates easy removal minimising worker dose;
- fuel cladding integrity – improved fuel cladding reduces contamination of the primary circuit with fission products;
- primary circuit – careful control of primary circuit chemistry will minimise level of activity in the primary circuit;
- plant design – design facilitates decontamination during decommissioning;
- prevention of contamination spread – containment, ventilation and segregation are utilised to prevent contamination spread; and
- minimisation of hazardous materials – the use of materials which would result in the creation of hazardous waste during decommissioning is minimised as far as possible.

5.4.2 In summary, the design of the UK EPR™ includes measures which would:

- minimise the activity level of irradiated components;
- reduce worker dose during decommissioning;
- permit decontamination;
- minimise the spread of contamination;
- facilitate the access of personnel and machines for decommissioning and the removal of waste from the reactor building;
- minimise the volume of radioactive waste;
- reduce the operator intervention time; and
- minimise the chemical toxicity of the waste.

5.5 Decommissioning strategy

5.5.1 The decommissioning strategy to be employed for Sizewell C is early site clearance. This strategy means that decommissioning would commence as soon as practicable after End of Generation and would proceed without significant delay to complete the process of decommissioning of the site. The decommissioning plan for Sizewell C estimates that the decommissioning of

the site, with the exception of the ISFS, could be achieved approximately 25 years after the End of Generation.

5.5.2 The process of decommissioning would be divided into a number of activities leading to the complete decommissioning of the site. For the UK EPR™ these are as follows:

- Activity 0: Pre-Closure Preparatory Work.
- Activity 1: Spent Fuel Management.
- Activity 2: Site Operation and Plant Preparation.
- Activity 3: Management of Operational Wastes.
- Activity 4: Plant Decommissioning.
- Activity 5: Site Clearance and Release for Re-use.

5.5.3 In many cases the activities overlap significantly in time, and are not necessarily sequential. The following sections outline each of the activities.

5.5.4 It is important to note that it is currently assumed that for the two EPR™ reactor unit site at Sizewell C, Unit 2 would cease generation approximately 18 months after Unit 1.

5.6 Decommissioning activities

a) Activity 0: Pre-closure preparatory work

5.6.2 Several years before the planned closure date for a reactor unit, a programme of preparatory work would be initiated to ensure that there is no delay to commencement of decommissioning following End of Generation, and to ensure that the site is decommissioned as efficiently and economically as possible. This phase is anticipated to include the following:

- introduction of a final fuel cycle to maximise the utilisation of the nuclear fuel;
- preparation of a detailed decommissioning plan;
- undertaking an EIA and preparation of an Environmental Statement prior to the commencement of decommissioning;
- preparation of further arrangements for compliance with Nuclear Site Licence Condition 35 to ensure safe and controlled decommissioning of the site;

- preparation of a decommissioning schedule;
- revisions to outage management;
- revisions to the requirements for maintenance, inspection and testing of systems and equipment;
- revisions to radioactive substances regulation environmental permit for waste discharge and disposal; and
- revisions to site safety management arrangements.

5.6.3 Some of the activities listed above will require formal approval by regulatory bodies, therefore the preparation of these submissions will need to be commenced up to five years before the planned End of Generation.

b) Activity 1: Spent fuel management (defuelling)

5.6.4 The first major activity following End of Generation would be the defuelling of the reactors. Defuelling would proceed as soon as practicable following reactor shutdown. The process would be undertaken using the existing fuel handling equipment, safety case and operational procedures.

5.6.5 Fuel would be removed from the reactor core within a few weeks of End of Generation. The fuel would be transferred to the reactor fuel pools and remain in storage in the reactor fuel storage pools for a period of cooling (approximately three years), before the spent fuel is transferred to the ISFS.

5.6.6 It has been determined that the final load of spent fuel would need to remain in storage within the ISFS for a period of approximately 50 years after removal from the reactor, as provided in **Chapter 7** of this volume. As a consequence, there would be a need for periodic refurbishment and replacement of plant and equipment of the facility. In addition, during operation of the site a number of services are provided from the Sizewell C power station itself, (e.g. a secure electrical supply, waste treatment facilities and liquid effluent discharge). Each of these services would need to be secured via an alternative means to support the ISFS after decommissioning of the power station.

c) Activity 2: Site operation and plant preparation

5.6.7 This section describes the “operation” of the site during decommissioning and management of the fuel and wastes. The scope of activities includes:

- safe operation of the plant after End of Generation, including resources for fuel and operational waste management;
- making plant and equipment safe for subsequent dismantling;

- post operational clean out including the removal of hazardous chemicals and clean-up of radioactive materials;
- new liquid effluent discharge arrangements; and
- new alternative services (e.g. electrical supply).

5.6.8 As defuelling, operational waste management and other decommissioning work proceed, various systems are required to remain operational to maintain the safe operation of the plant. These systems would continue to be operated by experienced site staff employing the same or very similar procedures to those utilised during the operational life of the plant.

5.6.9 Following final shutdown of the reactor, plant systems, electrical equipment which are not required for safety reasons would become progressively redundant. Redundant mechanical plant and systems would be taken out of service and isolated, drained, and purged, or flushed, and vented to make them safe, and potentially hazardous materials would be removed from site as soon as is reasonably practicable.

5.6.10 To facilitate decommissioning, and the removal of some of the services, alternative services need to be installed. These include, for example, a new site electrical supply and distribution system and alternative liquid effluent discharge arrangements. These would enable the decommissioning of the existing high voltage electrical systems and of the cooling water system at the appropriate time.

d) Activity 3: Management of operational wastes

5.6.11 How radioactive waste is managed depends to a large extent on how radioactive it is. There are three main categories of radioactive waste defined in UK legislation; these are defined in **Table 5.1**.

5.6.12 Some waste which contains very little radioactivity is exempted from regulatory requirements related to radioactive waste. Exempt waste may not require a specific permit for disposal.

Table 5.1: Radioactive waste categories.

Waste Type.	Description
High Level Waste.	Waste containing high concentrations of alpha/beta/gamma emitting radionuclides. In the UK, High Level Waste is defined as waste in which the temperature may rise significantly as energy is released by radioactive decay, so this factor has to be taken into account in designing storage or disposal facilities. A small proportion of waste from the UK EPR™ will be High Level Waste and will consist of items from within the reactor.

Waste Type.	Description
Intermediate Level Waste (ILW)	Waste containing higher concentrations of beta/gamma contamination and sometimes alpha emitters. There is little heat output from this category of waste. These wastes usually require remote handling. Such waste comes from routine power station maintenance operations, for example used ion exchange resin and filter cartridges. ILW generated during power station operations would be stored in purpose-built facilities which may if necessary incorporate shielding to protect operators from radiation. Some ILW is treated as it arises to put it into a more inert, passively safe, form. This is known as conditioning. In the UK, ILW is defined as waste with a radioactive content exceeding that of low level waste (LLW) but which does not require heat dissipation to be taken into account in the design of storage or disposal facilities.
Low Level Waste (LLW).	This comprises materials from routine operations and decommissioning with primarily low concentrations of beta/gamma contamination, but may include small amounts of alpha contaminated material. In the UK, LLW may be treated and disposed of through a variety of routes including the national LLW Repository, via commercial incinerators, other treatment facilities, or in certain cases to specific approved landfill (see below). Some LLW which is not suitable for disposal within the LLW Repository would be stored until the national Geological Disposal Facility is available. In the UK, Radioactive LLW: waste that has a radioactive content not exceeding 4GBq (giga becquerels) per tonne of alpha activity, or 12GBq per tonne of beta/gamma activity.
Very Low Level Waste.	Under certain conditions disposal of solid radioactive waste may fall under the exemption provision for the disposal of low volumes of solid radioactive waste (Ref. 5.14). Prior to 2011, this included the category of waste termed very LLW. Post 2011, the term very LLW was superseded by this provision. Waste falling under this Exemption Provision will be disposed of at available licensed disposal sites. very LLW from nuclear power stations would be classed as high-volume very LLW and could be disposed of at available licensed disposal sites. The waste would be subject to controls on its disposal which would be specified by the Environment Agency.

5.6.13 Operational wastes held in the operational vessels (e.g. ion exchange beds, and filters utilised in effluent treatment), will need to be retrieved and processed after the End of Generation. Additionally, there would be some operational type wastes that continue to be produced after the End of Generation as some essential systems would remain in service for a short period after End of Generation. These operational wastes would be retrieved and processed at the earliest practicable opportunity after End of Generation. These wastes may either be ILW or LLW and will be disposed of via the appropriate route.

5.6.14 It is assumed that the Geological Disposal Facility will be available to take ILW at End of Generation, so the packaged waste arising from the ILW processing plants would be consigned directly to the Geological Disposal Facility with no requirement to transfer packages to the on-site ILW Interim Storage Facility. Furthermore, it is also assumed that the packaged waste in

storage can be retrieved from the ILW Interim Storage Facility, and despatched to the Geological Disposal Facility for disposal at this time.

5.6.15 The Radioactive Waste Management Ltd, a subsidiary of the Nuclear Decommissioning Authority (NDA), has indicated in its 2010 document "Geological Disposal – Steps towards implementation March 2010" (Ref. 5.15), that a UK Geological Disposal Facility could be available to accept ILW for disposal by 2040.

5.6.16 In early 2019, Radioactive Waste Management Ltd started the process to find a site for a Geological Disposal Facility which will provide safe, and secure long-term solution for the disposal of higher activity waste.

5.6.17 For the purposes of decommissioning planning, it is assumed that the scheduling of transfer waste to the Geological Disposal Facility can be optimised to allow transfer of packaged ILW during the main site decommissioning phase. However, if optimisation requires a further period of interim storage, the life of the on-site ILW Interim Storage Facility may need to be extended until the Geological Disposal Facility is available.

5.6.18 The strategy for the remaining operational LLW is identical to that for waste generated throughout electricity generation operations (i.e. it would be disposed of as soon as reasonably practicable following treatment to minimise volumes in line with the Sizewell C Integrated Waste Strategy, as described in **Chapter 7** of this volume).

5.6.19 As with LLW, SZC Co. expect the ILW remaining in operational vessels at End of Generation would be processed in the same manner as ILW managed during the nuclear power plant operations subject to demonstrating this remains BAT. ILW would be retrieved and processed to ensure the waste is in a passively safe final form to be transferred from the site to the Geological Disposal Facility.

5.6.20 Further detail on the management and disposal of operational radioactive waste is set out in **Chapter 7** of this volume of the **ES**.

e) Activity 4: Plant decommissioning

5.6.21 This activity covers the complete decommissioning of all plant, equipment, buildings and facilities at the Sizewell C power station site, and the management of the wastes arising from decommissioning activities. The activity includes the removal of all permanent buildings and facilities on the site with the exception of the ISFS and its supporting infrastructure.

5.6.22 The scope of this activity includes the decommissioning of the reactor and primary circuit and all other plant and equipment in the nuclear islands, the

processing of the wastes arising, and their packaging for disposal or recycling as appropriate.

5.6.23 The decommissioning of the conventional islands includes all power generation plant, ancillary plant and offices and welfare facilities. It is envisaged that the offshore structures would be demolished and removed to sea bed levels and on shore sections of the cooling water tunnels would be made safe.

5.6.24 All structures including roads, hard standings, cable and pipe trenches would be removed to 1 metre (m) below ground. Basements would be adapted to permit free flow of groundwater, and would be backfilled with suitable infill material originated on-site from the demolition of buildings, supplemented, if necessary, with imported material.

i. Management of decommissioning wastes

5.6.25 The end of the lifecycle for Sizewell C is when the site is released from radioactive substances regulation allowing the site to be released for reuse. The Guidance on Requirements for Release from Radioactive Substances Regulation (Ref. 5.16) provides guidance over what is needed to release a site from Radioactive Substances Regulation. An optimised waste management approach, in conjunction with an environmental safety case, will be required to ensure that all decommissioning waste is managed, and disposed of appropriately whilst minimising the impact on people and the environment.

5.6.26 During decommissioning, waste would be generated as a result of removing plant, equipment and structures, buildings and facilities at the Sizewell C power station site. The largest volume of this waste would be non-radioactive and suitable for reuse, recycling or disposal at suitably authorised sites. LLW generated during the decommissioning process would be disposed of to a suitably authorised site, this may include disposal of very LLW to an available licensed disposal site where this represents BAT.

5.6.27 The full range of waste minimisation methods will be used to reduce the amount of waste produced during decommissioning to as low a level as practicable, including decontamination, volume and size reduction, and appropriate segregation of the waste to enable:

- the maximisation of materials recycling;
- minimal production of waste which is difficult to dispose of, particularly, long-lived, high activity waste and chemically hazardous wastes;
- minimal production of 'secondary' waste (equipment and materials used for the decommissioning); and

- maximum re-use of safe, radiologically exempt and chemically inert crushed and graded demolition material, such as brick and concrete, for backfilling voids, thus minimising the import of clean backfill material onto the site, subject to an appropriate waste disposal license.

5.6.28 Estimates of the volume and characteristics of radioactive waste generated during decommissioning have been developed as a basis for the development of the site decommissioning plan and the costs that will need to be covered by the FDP. The types of wastes expected to be generated during decommissioning are presented in **Table 5.2**, with estimated quantities set out in **Table 5.3**.

ii. Management of Radioactive Wastes during Decommissioning

5.6.29 Waste generated during decommissioning would consist of primary and secondary wastes. Primary waste varies widely in terms of type, activity, size and volume, and consists of both activated and contaminated components. Estimates of the quantities and characteristics of decommissioning high level waste and ILW, have been developed based on modelling of the neutron flux (a measure of the radiation field within the reactor capable of causing activation), the projected power history, and material composition data for the core of a UK EPR™ reactor unit. Activated components would have both short lived and long-lived radionuclides resulting from the activation of the reactor material.

Table 5.2: Types of radiological wastes generated during decommissioning.

Waste Type.	Description
Activated Waste.	Activated products are created when stable chemical elements are bombarded by neutrons and turned into radioactive versions (isotopes) of the element. Typically, these are produced from elements, such as cobalt, which are incorporated in the steel structure of nuclear reactors.
Contaminated waste.	Radioactive contamination is caused by radioactive material being deposited on the surface of, or within, objects. The radioactivity may be deposited from gaseous sources, from liquid sources, or from physical contact. Radioactive contamination is generally located on or near the surface of materials like metal or high-density concrete or painted walls. Radioactive contamination can usually be removed from surfaces by washing, scrubbing, spraying, or by removing the outer surface of the contaminated objects.
Primary waste.	Primary decommissioning waste refers to waste generated during dismantling activities. Primary waste will include plant system components; such as the pressure vessel and associated internal components, primary circuits, steam generators and the concrete shield that surround the vessels. Typically, primary waste consists of construction materials, such as steel and reinforced concrete.
Secondary waste.	Secondary waste refers to waste generated during various decontamination and dismantling activities (e.g. decontamination of metallic components or flushing of systems to reduce the amount of primary waste). Secondary waste consists of liquid waste, spent ion exchange resins, spent filters, and dry active waste.

5.6.30 In addition to the activated waste, some surfaces, including building materials and process equipment, and components would be contaminated by radioactive deposits. These deposits result from the transport of activated corrosion products, which occurs to a small extent in normal operation, and of fission products which may, in exceptional circumstances, be released from the fuel assemblies during reactor operation.

5.6.31 The strategy for the main components of the primary circuit, such as steam generators and pressurisers, is to remove them intact from their operational location, and to cut them up and package the wastes in a dedicated facility. This facility will also process, assay and package the other radioactive decommissioning wastes arising from the decommissioning of both reactor units. This facility is the Decommissioning Waste Management Facility.

5.6.32 Following deplanting and backfilling of Unit 1 turbine hall, it would be converted into the Decommissioning Waste Management Facility for:

- processing of primary circuit and other large components requiring radiological precautions;
- receipt and buffer storage of raw LLW and ILW;
- further processing of LLW and ILW as necessary; and
- assay, packaging and buffer storage of packaged waste for disposal.

5.6.33 Other wastes would be generated during various decontamination and dismantling activities (e.g. decontamination of metallic components or flushing of systems to reduce the amount of primary waste). This waste would consist of liquid waste, spent ion exchange resins, spent filters, and dry active waste such as personal protective equipment, paper, and plastic. This waste will be managed and processed through the existing Sizewell C waste management facilities, or through the Decommissioning Waste Management Facility.

5.6.34 **Table 5.3** presents an estimate of the amount of waste produced by the two UK EPR™s proposed at Sizewell C during decommissioning, based on an operational life of 60 years, and a decommissioning strategy of early site clearance (note these figures do not include waste arising from the decommissioning of the ISFS).

Table 5.3: Estimated Sizewell C decommissioning radiological waste quantities (based on two UK EPR™ units).

	High Level Waste (t).	ILW (t).	LLW (t).	Very LLW (t).
Heavy reflector and in-core instrumentation.	87	-	-	-
Primary Nuclear Island decommissioning waste.	-	1,559	8,885	14,438
Clean-up waste (secondary waste from the decontamination, decommissioning and clean-up of the plant).	-	129	320	1,966
Process waste (filters and ion exchange resins arising from decommissioning activities).	-	-	642	-
Induced waste (waste produced by equipment and material used in decommissioning).	-	-	-	1,642
Technological waste (waste plant and equipment used in decommissioning).	-	-	532	4,790
Total (t)	87	1,688	10,379	22,836

5.6.35 Surface treatment of contaminated materials can substantially reduce the amount of waste which has to be sentenced for final disposal as radioactive waste. In particular, the use of chemical cleaning or blasting of the surface, and melting of metallic material can increase the amount of material suitable for unrestricted or restricted release. The use of these methods will be balanced against possible liquid and gaseous discharges arising from their use.

5.6.36 Appropriate segregation and decontamination procedures would be implemented to reduce, as far as is reasonably practicable, the volume of radioactive materials requiring treatment, or disposal.

iii. Disposal of high level waste generated during decommissioning

5.6.37 In accordance with Government policy (Ref. 17), SZC Co. plans to store high activity radioactive waste on-site at Sizewell C, using safe and secure interim storage until a Geological Disposal Facility is developed, and available for long-term disposal. Interim storage of radioactive waste is an established way of managing radioactive waste. These stores are subject to stringent regulatory approval and control, which address safety, environmental protection and security.

5.6.38 A small proportion of high level waste will be generated from the UK EPR™ which will arise from components held within the Reactor Pressure Vessel, and will be subjected to the Letter of Compliance process ensuring compliance with Radioactive Waste Management Ltd's disposal criteria. These components include the Heavy Reflector or Neutron Shield which

protects the rest of the reactor from becoming activated, and a small number of the non-fuel core components (in-core instrumentation). Further information on the latter can be found in **Chapter 7** of this volume. Should the Geological Disposal Facility not be available at the time of decommissioning, there is an opportunity to decay high level waste to ILW. Selecting direct disposal at this stage does not foreclose the decay option and offers flexibility for a more informed and optimal decision to be made closer to decommissioning.

iv. Disposal of intermediate level waste generated during decommissioning

5.6.39 The views of Radioactive Waste Management Ltd were sought on the likely acceptability for disposal in a Geological Disposal Facility of packaged primary ILW generated during decommissioning of the EPR™s. Radioactive Waste Management Ltd indicated that, in principle, any of the proposed waste packages would be acceptable for disposal. SZC Co. would continue to work with Radioactive Waste Management Ltd to ensure that packaged ILW from Sizewell C would be acceptable for disposal in a Geological Disposal Facility (Ref. 5.18).

5.6.40 ILW arising during decommissioning from decontamination and dismantling activities (i.e. secondary waste), would have similar characteristics to those wastes generated during the operation of Sizewell C, therefore SZC Co. is confident that all wastes would be acceptable for disposal. SZC Co. is developing its decommissioning plans with due consideration of the potential disposability of any waste produced.

v. Management of non-radioactive waste during decommissioning

5.6.41 Decommissioning activities will create large quantities of non-radioactive wastes during the de-planting and demolition of the non-radioactive and ancillary buildings and during final site clearance. It is anticipated that clean concrete and brick rubble from demolition of building structures would be crushed and retained on-site. It is planned to re-use as much of this material as possible on-site as infill for basement voids. This would minimise the environmental impact by reducing the amount of waste that has to be transported off-site for reuse, recycling or disposal to a landfill site.

5.6.42 Other non-radioactive wastes would be segregated and sent off-site for reuse or recycling (e.g. steelwork from building structures and redundant plant would be segregated, and may be sold for recycling if a route is available). Materials unable to be reused or recycled would be disposed of to landfill.

5.6.43 Hazardous wastes would similarly be identified, segregated and securely stored on-site before transfer to permitted treatment or disposal facilities.

5.6.44 During the preparatory work stage, hydrocarbon fuels, refrigerants, oil and other chemical systems would be drained down and tanks emptied. Where possible, these materials would be reused on-site, or sent off-site for re-use or recycling.

vi. Final decommissioning of Interim Spent Fuel Store

5.6.45 The ISFS would be utilised on the site to store the full operational lifetime arisings of spent fuel from the reactors. The current assumptions regarding availability of a Geological Disposal Facility for spent fuel, and the length of cooling time before the fuel is suitable for disposal mean that a period of storage on the site would be required after the decommissioning of the reactors and other facilities.

5.6.46 The process of transfer from the site could be completed in about 8.5 years. Further detail on the management and disposal of spent fuel is set out in **Chapter 7** of this volume: Radioactive Waste and Spent Fuel Management. On completion of transfer of the spent fuel from site for disposal, the ISFS would be decommissioned.

5.6.47 The decommissioning of the ISFS would be a relatively simple project. The techniques for decommissioning of dry spent fuel storage facilities, are well developed internationally. The decommissioning process is anticipated to include:

- dismantling of the auxiliary systems;
- decontamination and radiological clearance monitoring of the storage facility; and
- demolition of the storage facility and remediation of the site.

5.6.48 Appropriate radiological precautions would be employed throughout the process to prevent the spread of contamination, and minimise the quantities of radioactive waste, so as to ensure the safety of the public and workforce. All radiological and hazardous wastes would be packaged and disposed of appropriately, with clean non-radioactive waste reused or recycled wherever possible.

f) Activity 5: Site clearance and release for re-use

5.6.49 The current assumption for completion of the decommissioning process is the complete radiological clearance and de-licensing of the site.

5.6.50 Site clearance monitoring, remediation, landscaping and de-licensing would be undertaken in two phases. The first and largest phase would be undertaken following completion of the decommissioning of the Sizewell C

power station plant and ILW Interim Storage Facility. At this stage the ISFS would still be operational. The second phase would be undertaken on completion of emptying and decommissioning of the ISFS.

5.6.51 It is assumed that the original site licence and licensed area would be reduced to that required for the ISFS during the first phase of decommissioning. For the area to be cleared and de-licensed in the first phase a radiological and chemical survey would be undertaken and any necessary remediation carried out. On completion of this, the site would be clearance monitored to check that all radioactive materials of regulatory concern have been removed from the site. Subject to the ONR being satisfied that there is no danger from any radioactivity on-site, and the Environment Agency being content that requirements within The Guidance on Requirements for Release from Radioactive Substances Regulation (Ref. 5.16) have been met, it would then be de-licensed and released from radioactive substances regulation. Upon completion of spent fuel transfer and decommissioning of the ISFS, a further radiological and chemical survey would be undertaken and any necessary remediation carried out followed by de-licensing of the ISFS land.

5.6.52 The final stage of decommissioning would be the removal of the nuclear licensing requirements and radioactive substances regulation from the site. The ONR has published a policy statement setting out its criteria for de-licensing (Ref. 5.19) and the Environment Agency has similarly issued guidance on the requirements for a site to be released from Radioactive Substances Regulation permit (Ref. 5.16).

5.6.53 A licensee's period of responsibility does not end until there is no longer any danger from radioactivity on the site. Therefore, in seeking to end the licensee's period of responsibility, a safety submission would need to be made for the ONR's agreement. To de-license the site, the ONR would establish that the site represents no danger to future site users from:

- licensee's evidence;
- ONR's own independent assessment; and
- evidence provided by the Environment Agency.

5.6.54 Once the criteria for "no danger" set by the ONR is met, the ONR would be able to de-license all or part of the site, thus ending the licensee's period of responsibility. The Environment Agency's The Guidance on Requirements for Release from Radioactive Substances Regulation (Ref. 5.16) stipulate that to release a site from Radioactive Substances Regulation, the operator must demonstrate that either:

- no radiological hazard remains on a site; or

- that all the requirements set out in The Guidance on Requirements for Release from Radioactive Substances Regulation (Ref. 5.16) are met.

5.6.55 An important factor in site clearance would be the demonstration that the site has been cleared of all man-made sources of radioactivity originating from the operation of the reactors on the site to below an appropriate risk level.

5.6.56 The decommissioning EIA process would require significant consultation with statutory and non-statutory bodies, and their views would need to be considered before reinstatement proposals can be finalised.

5.6.57 For planning purposes, it is assumed that the site is reused for industrial purposes but it is also assumed that landscaping of the site and return to grassland will be an interim measure.

5.7 Environmental assessment of decommissioning

5.7.1 As stated previously, in order to decommission a nuclear reactor, it is necessary to obtain consent from the ONR and undertake an EIA under the Nuclear Reactors Environmental Impact Assessment for Decommissioning) Regulations 1999 and Marine Works (Environmental Impact Assessment) Regulations 2007 or equivalent EIA Regulations at the time of submission (Ref. 5.1). This would require the submission of an ES, and a period of public consultation prior to gaining approval for the commencement of decommissioning.

5.7.2 The EIA would determine and describe the baseline conditions for the decommissioning works as they exist at the relevant time. This would be informed by any specialist surveys that may be necessary. The EIA would identify changes to the baseline conditions that would occur as a result of the decommissioning works and determine the scope, duration, magnitude and significance of the resultant effects. The EIA would consider the relevant legislation in place at that time.

5.7.3 There are substantial uncertainties with respect to the characteristics of the future baseline conditions. In addition, the technology which may be available to assist with the decommissioning works may change relative to current knowledge and capability. The location of the Geological Disposal Facility is also not known at present, and thus off-site impacts relating to the transportation of waste materials that may be disposed at the Geological Disposal Facility cannot be fully assessed. Despite these uncertainties, the types of environmental impacts that may occur during decommissioning and their broad scope have been identified and summarised below. The summary is based on the assumption that the decommissioning activities would largely be confined within the boundaries of the Sizewell C permanent development site.

5.7.4 At the end of the decommissioning phase, there would be a significant reduction in the amount of land occupied by buildings and other structures. The end state of the land following decommissioning is not certain at present, but is currently assumed to be re-used for industrial purposes with return to grassland as an interim measure.

a) Socio-economics

5.7.5 Towards the end of the operational phase in the lead-in to decommissioning, the operational workforce will decrease after End of Generation. The phasing and duration of the run down in operational workforce numbers is not fully known at present.

5.7.6 There will, however, be an increase in employment for contractors completing decommissioning activities across a range of contract packages, skill levels and types of roles including specialist technology services. The procurement of this range of contracts will support jobs in the local area through direct recruitment, supply chain and indirect activities, and knowledge transfer.

5.7.7 Some more specialist employment during decommissioning may generate demand for local accommodation where workers are non-home-based. A proportion of employment will be home-based, and where practicable the recruitment of local workers and use of local supply chain will be encouraged. Supply chain demand during the decommissioning activities will include materials, plant and equipment supplies, and services by the decommissioning workforce personnel.

5.7.8 Further to this, induced employment will be generated through the spending of the workforce themselves, supporting sectors that already exist in the area outside of the decommissioning sector.

5.7.9 The assessment would determine the social and economic impacts related to the works and the deployment of the workforce. Potential effects on accommodation sectors and any potential requirements for worker accommodation, and effects on community facilities, public services (such as health, education and emergency services) and community cohesion would be evaluated relative to the socio-economic environment in the local area at the time.

b) Transport

5.7.10 With the change in the workforce profile, there will be a change in the pattern of worker trips to and from the site. It is likely that the decommissioning workforce numbers will be substantially less than the construction workforce. There will also be a change in the pattern of worker journeys to and from the site relative to the operational phase.

5.7.11 There will be an increase in traffic movements relative to the operational phase associated with the delivery of materials, plant and equipment required to facilitate the decommissioning works and the export of certain waste arisings. Vehicle trip generation is likely be substantially less than for the construction phase and will take place over a prolonged period of time.

g) Noise and vibration

5.7.12 Noise levels may be temporarily increased at the nearest sensitive receptors during the decommissioning phase relative to the operational phase. Noise levels will vary according to the particular activities being undertaken at any given time. There may be short-term peaks in noise levels associated with certain activities such as demolition of above ground structures.

5.7.13 It is considered that the noise impacts to local residents from decommissioning are likely to be of lower magnitude than during construction, due to the substantial separation distance between the activities and residential dwellings.

5.7.14 The assessment would predict noise levels at sensitive receptors (principally residential dwellings) resulting from the decommissioning works on-site using appropriate predictive techniques. It is likely that noise modelling would be undertaken. In addition, an assessment would be undertaken of noise related to traffic associated with the works.

h) Air quality

5.7.15 Air emissions during decommissioning will primarily comprise emissions from vehicles on the highway network and dust from demolition, and site clearance activities.

5.7.16 Dust emissions will be controlled through the implementation of best practice construction/ demolition practices similar to those set out in the **outline Dust Management Plan** in **Appendix 12A** of this volume and the **Code of Construction Practice** (**CoCP**) (Doc Ref. 8.11) that have been developed to manage the construction effects of the proposed development. Since decommissioning activities will be focussed on the Sizewell C power station buildings and infrastructure, it is not anticipated that dust generation will be a significant issue to off-site receptors, e.g. residential dwellings, or ecological habitats, and they will be comparable or lower than dust impacts associated with the construction of the proposed development.

5.7.17 The assessment will provide predictions of air pollutant concentrations at sensitive receptor locations and will determine the scope, magnitude and significance of effects on this basis. It is likely that air quality modelling would be undertaken.

c) Landscape and visual

5.7.18 During the decommissioning phase, there would be some adverse landscape and visual effects, due to the presence of construction plant, equipment and activity within the site. Effects, whilst extending over a duration extending to approximately 25 years for the decommissioning of the main site and a further 30 years for the decommissioning of the ISFS, would be temporary. The nature and significance of effects would vary over this time, dependent on the nature of decommissioning activity being undertaken, and it is anticipated that the greatest effects would occur when tall cranes, and plant are in operation or activities are in close proximity to receptors, such as users of the coastal path and Sizewell beach.

5.7.19 The landscape setting would differ from both the present baseline and the baseline at the End of Generation when both Sizewell A and Sizewell B are likely to have completed decommissioning. The decommissioning and removal of structures at Sizewell A and Sizewell B may increase the visibility of decommissioning activity at Sizewell C. It is expected that there would be an interim period while the ISFS is still present before the site is fully cleared. The removal of Sizewell C is likely to increase the visibility of decommissioning and removal of the ISFS in views from the east, including along Sizewell beach.

5.7.20 After the decommissioning is complete all above ground structures would be removed, providing the opportunity for the restoration of the area to reflect prevailing conditions and other considerations at the time of restoration, including the provision of public access and opportunities for habitat creation. This has the potential to deliver positive landscape and visual effects. Consideration would be given to the contemporary built environment baseline when preparing landscape proposals for the restoration of the site.

i) Terrestrial ecology and ornithology

5.7.21 The design and execution of the works will avoid adverse effects on protected species and habitats, such as the Sizewell Marshes Site of Special Scientific Interest, Minsmere to Walberswick Special Protection Area and Ramsar site, Minsmere to Walberswick Heaths and Marshes Special Areas of Conservation, and other nearby sites of nature conservation importance. Species and nearby habitats which are currently afforded protection are described in detail in **Chapter 14** of this volume. Furthermore, consideration would be given to the contemporary ecological baseline when preparing landscape proposals for the restoration of the site.

5.7.22 At this time, it is not proposed to remove the Sizewell C coastal defence and thus, there should be no requirement for substantial decommissioning works in the intertidal area and hence **no significant** adverse effects on ecological

receptors in this area would be anticipated. However, this would be confirmed within the EIA submitted in accordance with the Nuclear Reactors (Environmental Impact Assessment for Decommissioning) Regulations (Ref. 5.1) prior to the End of Generation.

j) Amenity and recreation

5.7.23 During the decommissioning phase, there would be some adverse impacts on amenity and recreation receptors due to views of decommissioning activities and traffic, and changes to the noise environment. There is also potential for effects due to an increase in the number of people at recreational resources caused by displacement of people who wish to avoid the area around the decommissioning site, and by decommissioning contractors who are additional to the area and who may use recreational resources in their free time. Effects due to changes in air quality caused by decommissioning works are unlikely to affect amenity and recreation assuming that suitable control measures are put in place. It is not known whether there would be any physical changes to recreational resources, such as temporary or permanent stopping up or diversions of Public Rights of Way (PRoW), but any adverse changes would be minimised and opportunities to provide improvements would be considered. Permanent new resources such as the new off-road bridleway from Sizewell Gap to Eastbridge Road created during the construction and operational phases would be retained during the decommissioning phase.

5.7.24 Impacts, whilst extending over a duration up to approximately 25 years for the decommissioning of the main site and a further 30 years for the decommissioning of the ISFS would be temporary. The nature and significance of effects would vary over this time dependent on the nature of decommissioning activity being undertaken and it is anticipated that the greatest effects would occur when plant are in operation or activities are in close proximity to receptors, such as users of the coast path (the England Coast Path, Suffolk Coast Path, Sandlings Walk and PRoW E-363/021/0) and the coastal margin at Sizewell beach.

5.7.25 After the decommissioning is complete all above ground structures would be removed, providing the opportunity for the restoration of the area to reflect prevailing conditions and other considerations at the time of restoration, including the provision of public access and opportunities for habitat creation. This has the potential to deliver positive amenity and recreation effects.

k) Terrestrial historic environment

5.7.26 Any disturbance, and or removal of archaeological heritage assets within the site, would have occurred during the construction of the proposed

development. No further direct effects are anticipated during the decommissioning phase.

5.7.27 Other British nuclear and conventional power stations have become considered as heritage assets during their operational lives, although this usually requires the site to hold a specific historic association or embody a particular architectural approach. It is possible that, by the end of its operational life, Sizewell C may be considered as holding limited historic interest as representative of a particular epoch of power generation. Consequently, it is possible that its decommissioning may be construed as an adverse effect.

5.7.28 Construction plant and equipment may be visible or audible at times during the decommissioning phase. However, the impacts will be temporary and after the decommissioning is complete all above ground structures will be removed. The restoration process would likely reverse or enhance any perceptual change to the setting of heritage assets and no effect would arise.

l) Soils and agriculture

5.7.29 Impacts on soils and agriculture will be limited to any areas of the Sizewell C development site that may be temporarily required for decommissioning activities. The spatial extent of potential impacts would be much reduced compared to that related to the construction phase of Sizewell C. Areas which are subject to impact during the works would be subject to appropriate restoration to enable use after completion of decommissioning. **No significant** adverse effects on soils and agriculture are therefore anticipated.

m) Geology, land quality and groundwater

5.7.30 Decommissioning works may require the excavation of below ground services and structures. These works are **not** considered to result in **significant** physical effects to soils and geological receptors. The works will be undertaken to manage, and minimise physical impacts to soils and geological receptors arising from changes in soil erosion, soil compaction and ground instability issues.

5.7.31 Decommissioning works are also **not** considered to result in **significant** loss, damage or sterilisation of mineral resources, given that there are limited valuable mineral resources located within the study area, and the works will be reinstating access to the land.

5.7.32 It is not anticipated that extensive contaminated soils would be present on-site, or that extensive contaminated groundwater would be encountered during decommissioning works. A ground investigation would be undertaken as part of the decommissioning phase to provide further information on the ground conditions at the site following operation. In the unlikely event that

soil or groundwater contamination is identified, it will be subject to appropriate management and remediation prior to commencement or during the execution of the decommissioning works.

5.7.33 Waste soils may be generated during decommissioning works through the removal of services and infrastructure and the re-profiling of the site. Materials would be managed to allow the re-use of suitable soils/materials as part of the decommissioning phase. Soil/material required for the backfilling of voids would be generated on-site as far as is practical.

5.7.34 It is unlikely that groundwater dewatering would be required during decommissioning, therefore **no significant** effect on groundwater level and flow is anticipated.

n) Surface water and flood risk

5.7.35 When the operational site's cooling water outfall and associated infrastructure are no longer available during decommissioning, the surface water run-off that flows into the outfall would need to be managed as necessary in the interim period during the works by diverting flows to suitable discharge locations which may include surface watercourses and/or the intertidal zone.

5.7.36 Best practices will be implemented during the works to avoid the discharge of sediment laden water off-site and to control the flow rate of discharges into surface watercourses.

5.7.37 **No significant** effects on surface water receptors are anticipated as a result of the decommissioning works. Furthermore, no change to flood risk as a result of the decommissioning activities is likely to occur.

o) Marine environment

5.7.38 During decommissioning, the need for cooling water discharge from the reactors to the marine environment will cease and hence no impacts related to thermal discharges will occur. The generation of operational effluents will come to an end, thus the discharge of chemical and radiological substances will reduce over time. The cessation of cooling water intake will result in beneficial effects with respect to a reduction of the entrainment of fish and other marine organisms.

5.7.39 It is proposed to remove the intake and outfall structures but these works would be very limited in spatial scale and of limited duration. The effects associated with the removal of the intake and outfall structures would be no worse than those identified for the construction of these effects in the coastal geomorphology and hydrodynamics, marine water quality and sediments, marine ecology, and navigation assessments. This is provided in **Chapters**

20, 21, 22 and **24** of this volume respectively. Therefore, **no significant** effects upon marine environment receptors are anticipated as a result of these works. Further information on the future shoreline development and mitigation proposals throughout the lifetime of the Sizewell C power station are presented in **Chapter 20** of this volume.

5.7.40 No effects on marine historic environment receptors are considered to occur as a result of the decommissioning activities.

p) Radiological effects

5.7.41 During decommissioning radiological discharges are expected to be within the limits proposed for the operation of Sizewell C and as such are bounded by the operational radiological impact assessment presented in **Chapter 25** of this volume. Adverse effects have therefore been identified as **not significant**.

q) Climate change

5.7.42 The climate assessment of the decommissioning phase of the proposed development would be undertaken within the EIA submitted in accordance with the Nuclear Reactors (Environmental Impact Assessment for Decommissioning) Regulations (Ref. 5.1) prior to the End of Generation of Sizewell C. This would consider both the impact of:

- Greenhouse gases from decommissioning on the climate.
- Climate change on the decommissioned site and other receptors in the surrounding environment.

5.7.43 Decommissioning may result in greenhouse gas emissions during the initial decommissioning process and after the site has been decommissioned. Greenhouse gas emissions will likely be calculated and reported over this duration to understand the impact of the proposed development on the climate. Possible emission sources would include, but not be limited to:

- Fuel use by vehicles and plant used for demolition activities.
- Grid electricity use during the decommissioning process.
- Treatment and transportation of demolition and other waste.
- Transportation of demolition workers to/from the site.
- Provision of potable water and treatment of wastewater.

5.7.44 It should be noted, however, that if the UK remains on course to achieve net zero carbon emissions by 2050, some of these activities may have low or

zero emissions depending on the available technology. Grid electricity for example may be completely decarbonised by 2050.

5.7.45 Effects associated with future climate change impacts would be assessed, based on available climate change projections at the time. Any future assessment would consider the impacts of climate change during both the decommissioning process and on the site and surrounding environment for approximately 100 years following decommissioning.

r) Major accidents and disasters

5.7.46 Risks during the decommissioning phase of the proposed development are likely to be similar to those identified for the construction and removal and reinstatement (where necessary) phases, as activities are expected to be largely similar. Over a period of time the site will be de-fuelled, hazardous substances removed from site and the operational emissions and discharges would be stopped, contributing to reduced risks. However, the site would still be susceptible to natural disaster hazards and major accident hazards from off-site sources. The assessment would take into consideration any hazards or threats identified in the National Risk Register or Suffolk Community Risk Register (or other local risk register) available at the time, to reflect any changes to what is consider as a relevant natural disaster or major accident.

5.7.47 The activities undertaken during the decommissioning phase would be governed by legislation, policies, procedures and processes which would mitigate major accident and disaster risks. It is expected that all major accident and disaster risks can be mitigated to be tolerable, or tolerable if as low as reasonably practicable, and therefore, **no significant** residual risks would likely remain during the decommissioning phase of the proposed development.

s) Health and wellbeing

5.7.48 The decommissioning phase will be comparable to the construction phase, with similar environmental effects with the potential to influence local community health. Any decommissioning activities would comply with strict environmental objective thresholds set to be protective of health, and include engagement with statutory consultees, key health stakeholders and local communities to tailor activities, policy, mitigation, and community support initiatives to minimise disruption.

t) Transboundary effects

5.7.49 During the decommissioning phase of the proposed development, potential transboundary effects may arise where the Zone of Influence for a particular decommissioning activity extends beyond UK borders. As identified in **Volume 10, Chapter 5** of the **ES**, the closest territorial waters include

Belgium, France and Germany. Upon decommissioning, the cooling water system would ultimately cease resulting in the termination of any operational impacts to fisheries and marine ecology arising from the cooling water system. Effects associated with decommissioning activities are therefore not considered likely to extend out of the Greater Sizewell Bay and out of UK territorial water. As a result, **no significant** transboundary effects within the marine environment are likely to occur.

5.7.50 It is considered that terrestrial effects associated with the decommissioning activities would be localised and limited to the Zones of Influence within UK borders identified within the relevant assessments of this **ES**. Therefore, **no significant** transboundary effects would likely arise during the decommissioning phase of the Sizewell C Project.

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Contents

5. Description of Decommissioning 1
5.1 Introduction 1
5.2 Legislation, policy and guidance 2
5.3 Funding of decommissioning 3
5.4 Design for decommissioning 4
5.5 Decommissioning strategy 6
5.6 Decommissioning activities 6
5.7 Environmental assessment of decommissioning 18
References 28

Tables

Table 5.1: Radioactive waste categories. 9
Table 5.2: Types of radiological wastes generated during decommissioning. 12
Table 5.3: Estimated Sizewell C decommissioning radiological waste quantities (based on two UK EPR™ units). 14

Plates

None provided.

Figures

None provided.

5. Description of Decommissioning

5.1 Introduction

5.1.1 As part of the development of any new build nuclear power plant, it is necessary to develop plans to demonstrate that the facility can be decommissioned in a safe and environmentally acceptable way. It is expected that the Sizewell C power station will have an operational lifetime of 60 years per unit, following which it will be decommissioned. This chapter outlines the overall approach that SZC Co. is adopting to decommission the proposed UK European Pressurised Reactor (EPR™) units, and the associated buildings and infrastructure at Sizewell C. This is based upon experience gained from decommissioning of other nuclear power stations, and taking into account the UK EPR™ design, and the site-specific conditions that apply at Sizewell C. The decommissioning of Sizewell B relocated facilities buildings may be undertaken as part of Sizewell B decommissioning works.

5.1.2 This chapter also provides a summary of the relevant legislation, and describes the required funding arrangements for decommissioning. An outline of the environmental effects that may be associated with the decommissioning process is also presented.

5.1.3 Before decommissioning of a new nuclear power station can take place, there is a requirement for the operator to undertake an Environmental Impact Assessment (EIA) and prepare an Environmental Statement under the relevant EIA Regulations, such as Nuclear Reactors (Environmental Impact Assessment for Decommissioning) Regulations 1999 (Ref. 5.1) and the Marine Works (Environmental Impact Assessment) Regulations 2007. For the Sizewell C UK EPR™ units the preparation and submission of the EIA will take place in the years leading up to End of Generation[1]. The EIA performed at that time would take full account of the environmental impacts of decommissioning.

5.1.4 At this time, it is difficult to predict the specific characteristics of the environmental baseline conditions that will apply at the end of the operational life of Sizewell C. New infrastructure may be built; local communities may change in size and character; a national Geological Disposal Facility for radioactive waste should exist, but the location is not currently known; new technologies for waste treatment may be developed; appropriate site reuse options would need to be considered. These issues represent substantial uncertainties with respect to the outcome of the assessment of impacts that can be undertaken at present. These uncertainties necessitate that the EIA

[1] End of Generation is the point at which Unit 1 of the Sizewell C power station ceases operation. Unit 2 would cease generation approximately 18 months after Unit 1.

for decommissioning will need to be completed nearer to the time before work will commence.

5.1.5 For the purposes of the EIA, it is assumed that the end of operation of the Sizewell C power station will be in 2090s. By 2140s, the Interim Spent Fuel Store (ISFS) will have been decommissioned and 2190 has been assumed as the theoretical maximum site lifetime.

~~5.1.5 Initially for the purposes of the EIA, a period of 25 years for decommissioning has been assumed. Once the reactor and other facilities have been decommissioned, the Interim Spent Fuel Store (ISFS) would remain on-site to allow for a suitable length of cooling time for fuel prior to its disposal. An additional 30 years of operation of the ISFS has been assumed prior to its decommissioning. It has been assumed that the decommissioning of the ISFS would take 5 years and would be completed within 60 years from End of Generation.~~

5.2 Legislation, policy and guidance

5.2.1 This section presents an outline of the regulatory framework specific to the decommissioning of nuclear sites.

5.2.2 In 1995, the Government produced a Review of Radioactive Waste Management Policy (White Paper CM2919) (Ref. 5.2). This set out the policy for decommissioning of nuclear sites and was updated following public consultation (Ref. 5.3). A further update was published in September 2004 “The Decommissioning of the UK Nuclear Industry’s Facilities” (Ref. 5.4) and the 2008 White Paper “Meeting the Energy Challenge” (Ref. 5.5). Key aspects of the policy now in place include:

- each operator is expected to produce and maintain a decommissioning strategy and plans for its site(s);
- decommissioning activities should be carried out as soon as reasonably practicable, taking all relevant factors into account as provided for in the relevant operator’s strategy and plan;
- sites of decommissioned nuclear facilities may represent a potentially valuable resource. The future use of the site, once decommissioning operations have been safely completed, could therefore be a significant factor in determining decommissioning operations;
- the use of best available techniques (BAT) to minimise the volumes of radioactive wastes which are created, particularly the volume of intermediate level waste (ILW). Wherever possible, wastes should not be created during decommissioning until an appropriate management solution is, or would shortly be, available for use; and

- any new facility covered by this policy should be designed and built so as to minimise decommissioning and associated waste management operations and costs.

5.2.3 Regulation of the decommissioning of a nuclear facility is carried out under essentially the same arrangements as apply to construction and operation. Under the Nuclear Installations Act 1965, the Office for Nuclear Regulation (ONR) grants a licence for the purpose of installing, operating and subsequently decommissioning any commercial nuclear power station.

5.2.4 Attached to the licence are conditions which require the operator to make, and implement, adequate arrangements relevant to safety. Site licence condition 35 specifically applies to decommissioning, and requires that when a nuclear facility reaches the end of its operational life, it is decommissioned in a safe and controlled manner, and not left to pose a hazard for current and future generations. The purpose of the licence condition is, therefore, to require the licensee to have adequate arrangements for the safe decommissioning of its facilities. These arrangements include the preparation of a decommissioning plan and schedule for the site.

5.2.5 The ONR published its Safety Assessment Principles which apply to decommissioning and which the operator's site licence arrangements are required to meet (Ref. 5.6).

5.2.6 The Environment Agency regulate the management of the generation and disposal of radioactive waste on nuclear sites via the Environmental Permitting Regulations. This includes the management of waste during decommissioning. The licensee is required to demonstrate that it has appropriate radioactive waste management arrangements to meet the requirements set out by the Environment Agency and be in line with guidance provided (Ref. 5.7), where the application of BAT is expected to be a key principle.

5.3 Funding of decommissioning

5.3.1 The costs of decommissioning, waste and spent fuel management (post End of Generation) and disposal of all higher activity waste will be funded through a Funded Decommissioning Programme (FDP), approved by the Secretary of State (Department for Business, Energy and Industrial Strategy), which the current guidance requires to have been approved before "*construction work on buildings with nuclear safety significance*" commences (Ref. 5.8). Under these arrangements, SZC Co. will ensure that it sets aside funds over the operating life of the Sizewell C power station to cover these costs in full.

5.3.2 A legal framework that implements this policy has been established through the Energy Act 2008 (Ref. 5.9) and the Nuclear Decommissioning and Waste

Handling (Finance and Fees) Regulations 2013 (Ref. 5.10). Government has also published two consultations on draft FDP guidance, one in February 2008 (Ref. 5.8) and a second in December 2011 (Ref. 5.11), providing further detail on what a FDP should contain. In March 2010, Government published a further consultation on the arrangements for taking title and liability to waste and spent fuel, and the mechanism for setting a fixed price for waste disposal (Ref. 5.12) with an updated consultation document issued in December 2011 (Ref. 5.13).

5.3.3 The FDP is made up of two parts and comprises a Funding Arrangements Plan and a Decommissioning and Waste Management Plan. The Decommissioning and Waste Management Plan is a summary level document setting out the decommissioning strategy for Sizewell C, and what SZC Co. plan to do to decommission the plant and manage the waste arisings and spent fuel. The Decommissioning and Waste Management Plan presents the costs of the designated technical matters, and the schedule of work to decommission the plant, manage the wastes and spent fuel.

5.3.4 A standard approach for decommissioning both Hinkley Point C and Sizewell C is proposed to remove the risk of two sites developing separate decommissioning approaches. The intent is for Sizewell C to replicate the Hinkley Point C design, where possible, noting that there will be slight differences in design that are predominantly driven by geological differences, and other site-specific considerations between the two sites. This will allow for tools, experience and skills developed during the decommissioning of Hinkley Point C to be efficiently redeployed at Sizewell C.

5.4 Design for decommissioning

5.4.1 The UK EPR™ has been designed with maintenance and decommissioning in mind, enabling radiation doses to workers and radioactive waste quantities to be minimised when decommissioning takes place. The design incorporates a number of features to achieve this objective including:

- selection of construction materials – where practicable, materials are selected, to minimise the activation of certain elements which give rise to high levels of radiation, including cobalt, silver, and antimony;
- optimisation of neutron shielding – neutron shielding is utilised between the core and reactor vessel. This will reduce the depth of irradiation of the concrete of the reactor compartment;
- optimisation of access routes to nuclear areas – the layout of the primary circuit plant takes account of the handling and access routes for decommissioning;

- reactor systems design – systems are designed to minimise activation products and circuit contamination;
- removal of major process components – major components can be removed as a single item for size reduction in purpose-built facilities;
- submerged disassembly of reactor pressure vessel – the design of the reactor compartment facilitates the flooding of the compartment for underwater dismantling of the reactor vessel;
- modular thermal insulation – the design facilitates easy removal minimising worker dose;
- fuel cladding integrity – improved fuel cladding reduces contamination of the primary circuit with fission products;
- primary circuit – careful control of primary circuit chemistry will minimise level of activity in the primary circuit;
- plant design – design facilitates decontamination during decommissioning;
- prevention of contamination spread – containment, ventilation and segregation are utilised to prevent contamination spread; and
- minimisation of hazardous materials – the use of materials which would result in the creation of hazardous waste during decommissioning is minimised as far as possible.

5.4.2 In summary, the design of the UK EPR™ includes measures which would:

- minimise the activity level of irradiated components;
- reduce worker dose during decommissioning;
- permit decontamination;
- minimise the spread of contamination;
- facilitate the access of personnel and machines for decommissioning and the removal of waste from the reactor building;
- minimise the volume of radioactive waste;
- reduce the operator intervention time; and
- minimise the chemical toxicity of the waste.

5.5 Decommissioning strategy

5.5.1 The decommissioning strategy to be employed for Sizewell C is early site clearance. This strategy means that decommissioning would commence as soon as practicable after End of Generation and would proceed without significant delay to complete the process of decommissioning of the site. The decommissioning plan for Sizewell C estimates that the decommissioning of the site, with the exception of the ISFS, could be achieved approximately 25 years after the End of Generation.

5.5.2 The process of decommissioning would be divided into a number of activities leading to the complete decommissioning of the site. For the UK EPR™ these are as follows:

- Activity 0: Pre-Closure Preparatory Work.
- Activity 1: Spent Fuel Management.
- Activity 2: Site Operation and Plant Preparation.
- Activity 3: Management of Operational Wastes.
- Activity 4: Plant Decommissioning.
- Activity 5: Site Clearance and Release for Re-use.

5.5.3 In many cases the activities overlap significantly in time, and are not necessarily sequential. The following sections outline each of the activities.

5.5.4 It is important to note that it is currently assumed that for the two EPR™ reactor unit site at Sizewell C, Unit 2 would cease generation approximately 18 months after Unit 1.

5.6 Decommissioning activities

a) Activity 0: Pre-closure preparatory work

5.6.2 Several years before the planned closure date for a reactor unit, a programme of preparatory work would be initiated to ensure that there is no delay to commencement of decommissioning following End of Generation, and to ensure that the site is decommissioned as efficiently and economically as possible. This phase is anticipated to include the following:

- introduction of a final fuel cycle to maximise the utilisation of the nuclear fuel;
- preparation of a detailed decommissioning plan;

- undertaking an EIA and preparation of an Environmental Statement prior to the commencement of decommissioning;
- preparation of further arrangements for compliance with Nuclear Site Licence Condition 35 to ensure safe and controlled decommissioning of the site;
- preparation of a decommissioning schedule;
- revisions to outage management;
- revisions to the requirements for maintenance, inspection and testing of systems and equipment;
- revisions to radioactive substances regulation environmental permit for waste discharge and disposal; and
- revisions to site safety management arrangements.

5.6.3 Some of the activities listed above will require formal approval by regulatory bodies, therefore the preparation of these submissions will need to be commenced up to five years before the planned End of Generation.

b) Activity 1: Spent fuel management (defuelling)

5.6.4 The first major activity following End of Generation would be the defuelling of the reactors. Defuelling would proceed as soon as practicable following reactor shutdown. The process would be undertaken using the existing fuel handling equipment, safety case and operational procedures.

5.6.5 Fuel would be removed from the reactor core within a few weeks of End of Generation. The fuel would be transferred to the reactor fuel pools and remain in storage in the reactor fuel storage pools for a period of cooling (approximately three years), before the spent fuel is transferred to the ISFS.

5.6.6 It has been determined that the final load of spent fuel would need to remain in storage within the ISFS for a period of approximately 50 years after removal from the reactor, as provided in **Chapter 7** of this volume. As a consequence, there would be a need for periodic refurbishment and replacement of plant and equipment of the facility. In addition, during operation of the site a number of services are provided from the Sizewell C power station itself, (e.g. a secure electrical supply, waste treatment facilities and liquid effluent discharge). Each of these services would need to be secured via an alternative means to support the ISFS after decommissioning of the power station.

c) Activity 2: Site operation and plant preparation

5.6.7 This section describes the "operation" of the site during decommissioning and management of the fuel and wastes. The scope of activities includes:

- safe operation of the plant after End of Generation, including resources for fuel and operational waste management;
- making plant and equipment safe for subsequent dismantling;
- post operational clean out including the removal of hazardous chemicals and clean-up of radioactive materials;
- new liquid effluent discharge arrangements; and
- new alternative services (e.g. electrical supply).

5.6.8 As defuelling, operational waste management and other decommissioning work proceed, various systems are required to remain operational to maintain the safe operation of the plant. These systems would continue to be operated by experienced site staff employing the same or very similar procedures to those utilised during the operational life of the plant.

5.6.9 Following final shutdown of the reactor, plant systems, electrical equipment which are not required for safety reasons would become progressively redundant. Redundant mechanical plant and systems would be taken out of service and isolated, drained, and purged, or flushed, and vented to make them safe, and potentially hazardous materials would be removed from site as soon as is reasonably practicable.

5.6.10 To facilitate decommissioning, and the removal of some of the services, alternative services need to be installed. These include, for example, a new site electrical supply and distribution system and alternative liquid effluent discharge arrangements. These would enable the decommissioning of the existing high voltage electrical systems and of the cooling water system at the appropriate time.

d) Activity 3: Management of operational wastes

5.6.11 How radioactive waste is managed depends to a large extent on how radioactive it is. There are three main categories of radioactive waste defined in UK legislation; these are defined in **Table 5.1**.

5.6.12 Some waste which contains very little radioactivity is exempted from regulatory requirements related to radioactive waste. Exempt waste may not require a specific permit for disposal.

Table 5.1: Radioactive waste categories.

Waste Type.	Description
High Level Waste.	Waste containing high concentrations of alpha/beta/gamma emitting radionuclides. In the UK, High Level Waste is defined as waste in which the temperature may rise significantly as energy is released by radioactive decay, so this factor has to be taken into account in designing storage or disposal facilities. A small proportion of waste from the UK EPR™ will be High Level Waste and will consist of items from within the reactor.
Intermediate Level Waste (ILW)	Waste containing higher concentrations of beta/gamma contamination and sometimes alpha emitters. There is little heat output from this category of waste. These wastes usually require remote handling. Such waste comes from routine power station maintenance operations, for example used ion exchange resin and filter cartridges. ILW generated during power station operations would be stored in purpose-built facilities which may if necessary incorporate shielding to protect operators from radiation. Some ILW is treated as it arises to put it into a more inert, passively safe, form. This is known as conditioning. In the UK, ILW is defined as waste with a radioactive content exceeding that of low level waste (LLW) but which does not require heat dissipation to be taken into account in the design of storage or disposal facilities.
Low Level Waste (LLW).	This comprises materials from routine operations and decommissioning with primarily low concentrations of beta/gamma contamination, but may include small amounts of alpha contaminated material. In the UK, LLW may be treated and disposed of through a variety of routes including the national LLW Repository, via commercial incinerators, other treatment facilities, or in certain cases to specific approved landfill (see below). Some LLW which is not suitable for disposal within the LLW Repository would be stored until the national Geological Disposal Facility is available. In the UK, Radioactive LLW: waste that has a radioactive content not exceeding 4GBq (giga becquerels) per tonne of alpha activity, or 12GBq per tonne of beta/gamma activity.
Very Low Level Waste.	Under certain conditions disposal of solid radioactive waste may fall under the exemption provision for the disposal of low volumes of solid radioactive waste (Ref. 5.14). Prior to 2011, this included the category of waste termed very LLW. Post 2011, the term very LLW was superseded by this provision. Waste falling under this Exemption Provision will be disposed of at available licensed disposal sites. very LLW from nuclear power stations would be classed as high-volume very LLW and could be disposed of at available licensed disposal sites. The waste would be subject to controls on its disposal which would be specified by the Environment Agency.

5.6.13 Operational wastes held in the operational vessels (e.g. ion exchange beds, and filters utilised in effluent treatment), will need to be retrieved and processed after the End of Generation. Additionally, there would be some operational type wastes that continue to be produced after the End of Generation as some essential systems would remain in service for a short period after End of Generation. These operational wastes would be retrieved and processed at the earliest practicable opportunity after End of Generation.

These wastes may either be ILW or LLW and will be disposed of via the appropriate route.

5.6.14 It is assumed that the Geological Disposal Facility will be available to take ILW at End of Generation, so the packaged waste arising from the ILW processing plants would be consigned directly to the Geological Disposal Facility with no requirement to transfer packages to the on-site ILW Interim Storage Facility. Furthermore, it is also assumed that the packaged waste in storage can be retrieved from the ILW Interim Storage Facility, and despatched to the Geological Disposal Facility for disposal at this time.

5.6.15 The Radioactive Waste Management Ltd, a subsidiary of the Nuclear Decommissioning Authority (NDA), has indicated in its 2010 document "Geological Disposal – Steps towards implementation March 2010" (Ref. 5.15), that a UK Geological Disposal Facility could be available to accept ILW for disposal by 2040.

5.6.16 In early 2019, Radioactive Waste Management Ltd started the process to find a site for a Geological Disposal Facility which will provide safe, and secure long-term solution for the disposal of higher activity waste.

5.6.17 For the purposes of decommissioning planning, it is assumed that the scheduling of transfer waste to the Geological Disposal Facility can be optimised to allow transfer of packaged ILW during the main site decommissioning phase. However, if optimisation requires a further period of interim storage, the life of the on-site ILW Interim Storage Facility may need to be extended until the Geological Disposal Facility is available.

5.6.18 The strategy for the remaining operational LLW is identical to that for waste generated throughout electricity generation operations (i.e. it would be disposed of as soon as reasonably practicable following treatment to minimise volumes in line with the Sizewell C Integrated Waste Strategy, as described in **Chapter 7** of this volume).

5.6.19 As with LLW, SZC Co. expect the ILW remaining in operational vessels at End of Generation would be processed in the same manner as ILW managed during the nuclear power plant operations subject to demonstrating this remains BAT. ILW would be retrieved and processed to ensure the waste is in a passively safe final form to be transferred from the site to the Geological Disposal Facility.

5.6.20 Further detail on the management and disposal of operational radioactive waste is set out in **Chapter 7** of this volume of the **ES**.

e) Activity 4: Plant decommissioning

5.6.21 This activity covers the complete decommissioning of all plant, equipment, buildings and facilities at the Sizewell C power station site, and the management of the wastes arising from decommissioning activities. The activity includes the removal of all permanent buildings and facilities on the site with the exception of the ISFS and its supporting infrastructure.

5.6.22 The scope of this activity includes the decommissioning of the reactor and primary circuit and all other plant and equipment in the nuclear islands, the processing of the wastes arising, and their packaging for disposal or recycling as appropriate.

5.6.23 The decommissioning of the conventional islands includes all power generation plant, ancillary plant and offices and welfare facilities. It is envisaged that the offshore structures would be demolished and removed to sea bed levels and on shore sections of the cooling water tunnels would be made safe.

5.6.24 All structures including roads, hard standings, cable and pipe trenches would be removed to 1 metre (m) below ground. Basements would be adapted to permit free flow of groundwater, and would be backfilled with suitable infill material originated on-site from the demolition of buildings, supplemented, if necessary, with imported material.

i. Management of decommissioning wastes

5.6.25 The end of the lifecycle for Sizewell C is when the site is released from radioactive substances regulation allowing the site to be released for reuse. The Guidance on Requirements for Release from Radioactive Substances Regulation (Ref. 5.16) provides guidance over what is needed to release a site from Radioactive Substances Regulation. An optimised waste management approach, in conjunction with an environmental safety case, will be required to ensure that all decommissioning waste is managed, and disposed of appropriately whilst minimising the impact on people and the environment.

5.6.26 During decommissioning, waste would be generated as a result of removing plant, equipment and structures, buildings and facilities at the Sizewell C power station site. The largest volume of this waste would be non-radioactive and suitable for reuse, recycling or disposal at suitably authorised sites. LLW generated during the decommissioning process would be disposed of to a suitably authorised site, this may include disposal of very LLW to an available licensed disposal site where this represents BAT.

5.6.27 The full range of waste minimisation methods will be used to reduce the amount of waste produced during decommissioning to as low a level as

practicable, including decontamination, volume and size reduction, and appropriate segregation of the waste to enable:

- the maximisation of materials recycling;
- minimal production of waste which is difficult to dispose of, particularly, long-lived, high activity waste and chemically hazardous wastes;
- minimal production of 'secondary' waste (equipment and materials used for the decommissioning); and
- maximum re-use of safe, radiologically exempt and chemically inert crushed and graded demolition material, such as brick and concrete, for backfilling voids, thus minimising the import of clean backfill material onto the site, subject to an appropriate waste disposal license.

5.6.28 Estimates of the volume and characteristics of radioactive waste generated during decommissioning have been developed as a basis for the development of the site decommissioning plan and the costs that will need to be covered by the FDP. The types of wastes expected to be generated during decommissioning are presented in **Table 5.2**, with estimated quantities set out in **Table 5.3**.

ii. Management of Radioactive Wastes during Decommissioning

5.6.29 Waste generated during decommissioning would consist of primary and secondary wastes. Primary waste varies widely in terms of type, activity, size and volume, and consists of both activated and contaminated components. Estimates of the quantities and characteristics of decommissioning high level waste and ILW, have been developed based on modelling of the neutron flux (a measure of the radiation field within the reactor capable of causing activation), the projected power history, and material composition data for the core of a UK EPR™ reactor unit. Activated components would have both short lived and long-lived radionuclides resulting from the activation of the reactor material.

Table 5.2: Types of radiological wastes generated during decommissioning.

Waste Type.	Description
Activated Waste.	Activated products are created when stable chemical elements are bombarded by neutrons and turned into radioactive versions (isotopes) of the element. Typically, these are produced from elements, such as cobalt, which are incorporated in the steel structure of nuclear reactors.
Contaminated waste.	Radioactive contamination is caused by radioactive material being deposited on the surface of, or within, objects. The radioactivity may be deposited from gaseous sources, from liquid sources, or from physical contact. Radioactive contamination is generally located on or near the surface of materials like metal or high-density concrete or painted walls. Radioactive contamination can usually be removed from

Waste Type.	Description
	surfaces by washing, scrubbing, spraying, or by removing the outer surface of the contaminated objects.
Primary waste.	Primary decommissioning waste refers to waste generated during dismantling activities. Primary waste will include plant system components; such as the pressure vessel and associated internal components, primary circuits, steam generators and the concrete shield that surround the vessels. Typically, primary waste consists of construction materials, such as steel and reinforced concrete.
Secondary waste.	Secondary waste refers to waste generated during various decontamination and dismantling activities (e.g. decontamination of metallic components or flushing of systems to reduce the amount of primary waste). Secondary waste consists of liquid waste, spent ion exchange resins, spent filters, and dry active waste.

5.6.30 In addition to the activated waste, some surfaces, including building materials and process equipment, and components would be contaminated by radioactive deposits. These deposits result from the transport of activated corrosion products, which occurs to a small extent in normal operation, and of fission products which may, in exceptional circumstances, be released from the fuel assemblies during reactor operation.

5.6.31 The strategy for the main components of the primary circuit, such as steam generators and pressurisers, is to remove them intact from their operational location, and to cut them up and package the wastes in a dedicated facility. This facility will also process, assay and package the other radioactive decommissioning wastes arising from the decommissioning of both reactor units. This facility is the Decommissioning Waste Management Facility.

5.6.32 Following deplanting and backfilling of Unit 1 turbine hall, it would be converted into the Decommissioning Waste Management Facility for:

- processing of primary circuit and other large components requiring radiological precautions;
- receipt and buffer storage of raw LLW and ILW;
- further processing of LLW and ILW as necessary; and
- assay, packaging and buffer storage of packaged waste for disposal.

5.6.33 Other wastes would be generated during various decontamination and dismantling activities (e.g. decontamination of metallic components or flushing of systems to reduce the amount of primary waste). This waste would consist of liquid waste, spent ion exchange resins, spent filters, and dry active waste such as personal protective equipment, paper, and plastic. This waste will be managed and processed through the existing Sizewell C waste

management facilities, or through the Decommissioning Waste Management Facility.

5.6.34 **Table 5.3** presents an estimate of the amount of waste produced by the two UK EPR™s proposed at Sizewell C during decommissioning, based on an operational life of 60 years, and a decommissioning strategy of early site clearance (note these figures do not include waste arising from the decommissioning of the ISFS).

Table 5.3: Estimated Sizewell C decommissioning radiological waste quantities (based on two UK EPR™ units).

	High Level Waste (t).	ILW (t).	LLW (t).	Very LLW (t).
Heavy reflector and in-core instrumentation.	87	-	-	-
Primary Nuclear Island decommissioning waste.	-	1,559	8,885	14,438
Clean-up waste (secondary waste from the decontamination, decommissioning and clean-up of the plant).	-	129	320	1,966
Process waste (filters and ion exchange resins arising from decommissioning activities).	-	-	642	-
Induced waste (waste produced by equipment and material used in decommissioning).	-	-	-	1,642
Technological waste (waste plant and equipment used in decommissioning).	-	-	532	4,790
Total (t)	87	1,688	10,379	22,836

5.6.35 Surface treatment of contaminated materials can substantially reduce the amount of waste which has to be sentenced for final disposal as radioactive waste. In particular, the use of chemical cleaning or blasting of the surface, and melting of metallic material can increase the amount of material suitable for unrestricted or restricted release. The use of these methods will be balanced against possible liquid and gaseous discharges arising from their use.

5.6.36 Appropriate segregation and decontamination procedures would be implemented to reduce, as far as is reasonably practicable, the volume of radioactive materials requiring treatment, or disposal.

iii. Disposal of high level waste generated during decommissioning

5.6.37 In accordance with Government policy (Ref. 17), SZC Co. plans to store high activity radioactive waste on-site at Sizewell C, using safe and secure interim storage until a Geological Disposal Facility is developed, and available for long-term disposal. Interim storage of radioactive waste is an established way

of managing radioactive waste. These stores are subject to stringent regulatory approval and control, which address safety, environmental protection and security.

5.6.38 A small proportion of high level waste will be generated from the UK EPR™ which will arise from components held within the Reactor Pressure Vessel, and will be subjected to the Letter of Compliance process ensuring compliance with Radioactive Waste Management Ltd's disposal criteria. These components include the Heavy Reflector or Neutron Shield which protects the rest of the reactor from becoming activated, and a small number of the non-fuel core components (in-core instrumentation). Further information on the latter can be found in **Chapter 7** of this volume. Should the Geological Disposal Facility not be available at the time of decommissioning, there is an opportunity to decay high level waste to ILW. Selecting direct disposal at this stage does not foreclose the decay option and offers flexibility for a more informed and optimal decision to be made closer to decommissioning.

iv. Disposal of intermediate level waste generated during decommissioning

5.6.39 The views of Radioactive Waste Management Ltd were sought on the likely acceptability for disposal in a Geological Disposal Facility of packaged primary ILW generated during decommissioning of the EPR™s. Radioactive Waste Management Ltd indicated that, in principle, any of the proposed waste packages would be acceptable for disposal. SZC Co. would continue to work with Radioactive Waste Management Ltd to ensure that packaged ILW from Sizewell C would be acceptable for disposal in a Geological Disposal Facility (Ref. 5.18).

5.6.40 ILW arising during decommissioning from decontamination and dismantling activities (i.e. secondary waste), would have similar characteristics to those wastes generated during the operation of Sizewell C, therefore SZC Co. is confident that all wastes would be acceptable for disposal. SZC Co. is developing its decommissioning plans with due consideration of the potential disposability of any waste produced.

v. Management of non-radioactive waste during decommissioning

5.6.41 Decommissioning activities will create large quantities of non-radioactive wastes during the de-planting and demolition of the non-radioactive and ancillary buildings and during final site clearance. It is anticipated that clean concrete and brick rubble from demolition of building structures would be crushed and retained on-site. It is planned to re-use as much of this material as possible on-site as infill for basement voids. This would minimise the environmental impact by reducing the amount of waste that has to be transported off-site for reuse, recycling or disposal to a landfill site.

5.6.42 Other non-radioactive wastes would be segregated and sent off-site for reuse or recycling (e.g. steelwork from building structures and redundant plant would be segregated, and may be sold for recycling if a route is available). Materials unable to be reused or recycled would be disposed of to landfill.

5.6.43 Hazardous wastes would similarly be identified, segregated and securely stored on-site before transfer to permitted treatment or disposal facilities.

5.6.44 During the preparatory work stage, hydrocarbon fuels, refrigerants, oil and other chemical systems would be drained down and tanks emptied. Where possible, these materials would be reused on-site, or sent off-site for re-use or recycling.

vi. Final decommissioning of Interim Spent Fuel Store

5.6.45 The ISFS would be utilised on the site to store the full operational lifetime arisings of spent fuel from the reactors. The current assumptions regarding availability of a Geological Disposal Facility for spent fuel, and the length of cooling time before the fuel is suitable for disposal mean that a period of storage on the site would be required after the decommissioning of the reactors and other facilities.

5.6.46 The process of transfer from the site could be completed in about 8.5 years. Further detail on the management and disposal of spent fuel is set out in **Chapter 7** of this volume: Radioactive Waste and Spent Fuel Management. On completion of transfer of the spent fuel from site for disposal, the ISFS would be decommissioned.

5.6.47 The decommissioning of the ISFS would be a relatively simple project. The techniques for decommissioning of dry spent fuel storage facilities, are well developed internationally. The decommissioning process is anticipated to include:

- dismantling of the auxiliary systems;
- decontamination and radiological clearance monitoring of the storage facility; and
- demolition of the storage facility and remediation of the site.

5.6.48 Appropriate radiological precautions would be employed throughout the process to prevent the spread of contamination, and minimise the quantities of radioactive waste, so as to ensure the safety of the public and workforce. All radiological and hazardous wastes would be packaged and disposed of appropriately, with clean non-radioactive waste reused or recycled wherever possible.

f) Activity 5: Site clearance and release for re-use

5.6.49 The current assumption for completion of the decommissioning process is the complete radiological clearance and de-licensing of the site.

5.6.50 Site clearance monitoring, remediation, landscaping and de-licensing would be undertaken in two phases. The first and largest phase would be undertaken following completion of the decommissioning of the Sizewell C power station plant and ILW Interim Storage Facility. At this stage the ISFS would still be operational. The second phase would be undertaken on completion of emptying and decommissioning of the ISFS.

5.6.51 It is assumed that the original site licence and licensed area would be reduced to that required for the ISFS during the first phase of decommissioning. For the area to be cleared and de-licensed in the first phase a radiological and chemical survey would be undertaken and any necessary remediation carried out. On completion of this, the site would be clearance monitored to check that all radioactive materials of regulatory concern have been removed from the site. Subject to the ONR being satisfied that there is no danger from any radioactivity on-site, and the Environment Agency being content that requirements within The Guidance on Requirements for Release from Radioactive Substances Regulation (Ref. 5.16) have been met, it would then be de-licensed and released from radioactive substances regulation. Upon completion of spent fuel transfer and decommissioning of the ISFS, a further radiological and chemical survey would be undertaken and any necessary remediation carried out followed by de-licensing of the ISFS land.

5.6.52 The final stage of decommissioning would be the removal of the nuclear licensing requirements and radioactive substances regulation from the site. The ONR has published a policy statement setting out its criteria for de-licensing (Ref. 5.19) and the Environment Agency has similarly issued guidance on the requirements for a site to be released from Radioactive Substances Regulation permit (Ref. 5.16).

5.6.53 A licensee's period of responsibility does not end until there is no longer any danger from radioactivity on the site. Therefore, in seeking to end the licensee's period of responsibility, a safety submission would need to be made for the ONR's agreement. To de-license the site, the ONR would establish that the site represents no danger to future site users from:

- licensee's evidence;
- ONR's own independent assessment; and
- evidence provided by the Environment Agency.

5.6.54 Once the criteria for “no danger” set by the ONR is met, the ONR would be able to de-license all or part of the site, thus ending the licensee’s period of responsibility. The Environment Agency’s The Guidance on Requirements for Release from Radioactive Substances Regulation (Ref. 5.16) stipulate that to release a site from Radioactive Substances Regulation, the operator must demonstrate that either:

- no radiological hazard remains on a site; or
- that all the requirements set out in The Guidance on Requirements for Release from Radioactive Substances Regulation (Ref. 5.16) are met.

5.6.55 An important factor in site clearance would be the demonstration that the site has been cleared of all man-made sources of radioactivity originating from the operation of the reactors on the site to below an appropriate risk level.

5.6.56 The decommissioning EIA process would require significant consultation with statutory and non-statutory bodies, and their views would need to be considered before reinstatement proposals can be finalised.

5.6.57 For planning purposes, it is assumed that the site is reused for industrial purposes but it is also assumed that landscaping of the site and return to grassland will be an interim measure.

5.7 Environmental assessment of decommissioning

5.7.1 As stated previously, in order to decommission a nuclear reactor, it is necessary to obtain consent from the ONR and undertake an EIA under the Nuclear Reactors Environmental Impact Assessment for Decommissioning) Regulations 1999 and Marine Works (Environmental Impact Assessment) Regulations 2007 or equivalent EIA Regulations at the time of submission (Ref. 5.1). This would require the submission of an ES, and a period of public consultation prior to gaining approval for the commencement of decommissioning.

5.7.2 The EIA would determine and describe the baseline conditions for the decommissioning works as they exist at the relevant time. This would be informed by any specialist surveys that may be necessary. The EIA would identify changes to the baseline conditions that would occur as a result of the decommissioning works and determine the scope, duration, magnitude and significance of the resultant effects. The EIA would consider the relevant legislation in place at that time.

5.7.3 There are substantial uncertainties with respect to the characteristics of the future baseline conditions. In addition, the technology which may be available to assist with the decommissioning works may change relative to current knowledge and capability. The location of the Geological Disposal Facility is

also not known at present, and thus off-site impacts relating to the transportation of waste materials that may be disposed at the Geological Disposal Facility cannot be fully assessed. Despite these uncertainties, the types of environmental impacts that may occur during decommissioning and their broad scope have been identified and summarised below. The summary is based on the assumption that the decommissioning activities would largely be confined within the boundaries of the Sizewell C permanent development site.

5.7.4 At the end of the decommissioning phase, there would be a significant reduction in the amount of land occupied by buildings and other structures. The end state of the land following decommissioning is not certain at present, but is currently assumed to be re-used for industrial purposes with return to grassland as an interim measure.

a) Socio-economics

5.7.5 Towards the end of the operational phase in the lead-in to decommissioning, the operational workforce will decrease after End of Generation. The phasing and duration of the run down in operational workforce numbers is not fully known at present.

5.7.6 There will, however, be an increase in employment for contractors completing decommissioning activities across a range of contract packages, skill levels and types of roles including specialist technology services. The procurement of this range of contracts will support jobs in the local area through direct recruitment, supply chain and indirect activities, and knowledge transfer.

5.7.7 Some more specialist employment during decommissioning may generate demand for local accommodation where workers are non-home-based. A proportion of employment will be home-based, and where practicable the recruitment of local workers and use of local supply chain will be encouraged. Supply chain demand during the decommissioning activities will include materials, plant and equipment supplies, and services by the decommissioning workforce personnel.

5.7.8 Further to this, induced employment will be generated through the spending of the workforce themselves, supporting sectors that already exist in the area outside of the decommissioning sector.

5.7.9 The assessment would determine the social and economic impacts related to the works and the deployment of the workforce. Potential effects on accommodation sectors and any potential requirements for worker accommodation, and effects on community facilities, public services (such as health, education and emergency services) and community cohesion would be evaluated relative to the socio-economic environment in the local area at the time.

b) Transport

5.7.10 With the change in the workforce profile, there will be a change in the pattern of worker trips to and from the site. It is likely that the decommissioning workforce numbers will be substantially less than the construction workforce. There will also be a change in the pattern of worker journeys to and from the site relative to the operational phase.

5.7.11 There will be an increase in traffic movements relative to the operational phase associated with the delivery of materials, plant and equipment required to facilitate the decommissioning works and the export of certain waste arisings. Vehicle trip generation is likely be substantially less than for the construction phase and will take place over a prolonged period of time.

g) Noise and vibration

5.7.12 Noise levels may be temporarily increased at the nearest sensitive receptors during the decommissioning phase relative to the operational phase. Noise levels will vary according to the particular activities being undertaken at any given time. There may be short-term peaks in noise levels associated with certain activities such as demolition of above ground structures.

5.7.13 It is considered that the noise impacts to local residents from decommissioning are likely to be of lower magnitude than during construction, due to the substantial separation distance between the activities and residential dwellings.

5.7.14 The assessment would predict noise levels at sensitive receptors (principally residential dwellings) resulting from the decommissioning works on-site using appropriate predictive techniques. It is likely that noise modelling would be undertaken. In addition, an assessment would be undertaken of noise related to traffic associated with the works.

h) Air quality

5.7.15 Air emissions during decommissioning will primarily comprise emissions from vehicles on the highway network and dust from demolition, and site clearance activities.

5.7.16 Dust emissions will be controlled through the implementation of best practice construction/ demolition practices similar to those set out in the **outline Dust Management Plan** in **Appendix 12A** of this volume and the **Code of Construction Practice** (**CoCP**) (Doc Ref. 8.11) that have been developed to manage the construction effects of the proposed development. Since decommissioning activities will be focussed on the Sizewell C power station buildings and infrastructure, it is not anticipated that dust generation will be a significant issue to off-site receptors, e.g. residential dwellings, or ecological

habitats, and they will be comparable or lower than dust impacts associated with the construction of the proposed development.

5.7.17 The assessment will provide predictions of air pollutant concentrations at sensitive receptor locations and will determine the scope, magnitude and significance of effects on this basis. It is likely that air quality modelling would be undertaken.

c) Landscape and visual

5.7.18 During the decommissioning phase, there would be some adverse landscape and visual effects, due to the presence of construction plant, equipment and activity within the site. Effects, whilst extending over a duration extending to approximately 25 years for the decommissioning of the main site and a further 30 years for the decommissioning of the ISFS, would be temporary. The nature and significance of effects would vary over this time, dependent on the nature of decommissioning activity being undertaken, and it is anticipated that the greatest effects would occur when tall cranes, and plant are in operation or activities are in close proximity to receptors, such as users of the coastal path and Sizewell beach.

5.7.19 The landscape setting would differ from both the present baseline and the baseline at the End of Generation when both Sizewell A and Sizewell B are likely to have completed decommissioning. The decommissioning and removal of structures at Sizewell A and Sizewell B may increase the visibility of decommissioning activity at Sizewell C. It is expected that there would be an interim period while the ISFS is still present before the site is fully cleared. The removal of Sizewell C is likely to increase the visibility of decommissioning and removal of the ISFS in views from the east, including along Sizewell beach.

5.7.20 After the decommissioning is complete all above ground structures would be removed, providing the opportunity for the restoration of the area to reflect prevailing conditions and other considerations at the time of restoration, including the provision of public access and opportunities for habitat creation. This has the potential to deliver positive landscape and visual effects. Consideration would be given to the contemporary built environment baseline when preparing landscape proposals for the restoration of the site.

i) Terrestrial ecology and ornithology

5.7.21 The design and execution of the works will avoid adverse effects on protected species and habitats, such as the Sizewell Marshes Site of Special Scientific Interest, Minsmere to Walberswick Special Protection Area and Ramsar site, Minsmere to Walberswick Heaths and Marshes Special Areas of Conservation, and other nearby sites of nature conservation importance. Species and nearby habitats which are currently afforded protection are

described in detail in **Chapter 14** of this volume. Furthermore, consideration would be given to the contemporary ecological baseline when preparing landscape proposals for the restoration of the site.

5.7.22 At this time, it is not proposed to remove the Sizewell C coastal defence and thus, there should be no requirement for substantial decommissioning works in the intertidal area and hence **no significant** adverse effects on ecological receptors in this area would be anticipated. However, this would be confirmed within the EIA submitted in accordance with the Nuclear Reactors (Environmental Impact Assessment for Decommissioning) Regulations (Ref. 5.1) prior to the End of Generation.

j) Amenity and recreation

5.7.23 During the decommissioning phase, there would be some adverse impacts on amenity and recreation receptors due to views of decommissioning activities and traffic, and changes to the noise environment. There is also potential for effects due to an increase in the number of people at recreational resources caused by displacement of people who wish to avoid the area around the decommissioning site, and by decommissioning contractors who are additional to the area and who may use recreational resources in their free time. Effects due to changes in air quality caused by decommissioning works are unlikely to affect amenity and recreation assuming that suitable control measures are put in place. It is not known whether there would be any physical changes to recreational resources, such as temporary or permanent stopping up or diversions of Public Rights of Way (PRoW), but any adverse changes would be minimised and opportunities to provide improvements would be considered. Permanent new resources such as the new off-road bridleway from Sizewell Gap to Eastbridge Road created during the construction and operational phases would be retained during the decommissioning phase.

5.7.24 Impacts, whilst extending over a duration up to approximately 25 years for the decommissioning of the main site and a further 30 years for the decommissioning of the ISFS would be temporary. The nature and significance of effects would vary over this time dependent on the nature of decommissioning activity being undertaken and it is anticipated that the greatest effects would occur when plant are in operation or activities are in close proximity to receptors, such as users of the coast path (the England Coast Path, Suffolk Coast Path, Sandlings Walk and PRoW E-363/021/0) and the coastal margin at Sizewell beach.

5.7.25 After the decommissioning is complete all above ground structures would be removed, providing the opportunity for the restoration of the area to reflect prevailing conditions and other considerations at the time of restoration,

including the provision of public access and opportunities for habitat creation. This has the potential to deliver positive amenity and recreation effects.

k) Terrestrial historic environment

5.7.26 Any disturbance, and or removal of archaeological heritage assets within the site, would have occurred during the construction of the proposed development. No further direct effects are anticipated during the decommissioning phase.

5.7.27 Other British nuclear and conventional power stations have become considered as heritage assets during their operational lives, although this usually requires the site to hold a specific historic association or embody a particular architectural approach. It is possible that, by the end of its operational life, Sizewell C may be considered as holding limited historic interest as representative of a particular epoch of power generation. Consequently, it is possible that its decommissioning may be construed as an adverse effect.

5.7.28 Construction plant and equipment may be visible or audible at times during the decommissioning phase. However, the impacts will be temporary and after the decommissioning is complete all above ground structures will be removed. The restoration process would likely reverse or enhance any perceptual change to the setting of heritage assets and no effect would arise.

l) Soils and agriculture

5.7.29 Impacts on soils and agriculture will be limited to any areas of the Sizewell C development site that may be temporarily required for decommissioning activities. The spatial extent of potential impacts would be much reduced compared to that related to the construction phase of Sizewell C. Areas which are subject to impact during the works would be subject to appropriate restoration to enable use after completion of decommissioning. **No significant** adverse effects on soils and agriculture are therefore anticipated.

m) Geology, land quality and groundwater

5.7.30 Decommissioning works may require the excavation of below ground services and structures. These works are **not** considered to result in **significant** physical effects to soils and geological receptors. The works will be undertaken to manage, and minimise physical impacts to soils and geological receptors arising from changes in soil erosion, soil compaction and ground instability issues.

5.7.31 Decommissioning works are also **not** considered to result in **significant** loss, damage or sterilisation of mineral resources, given that there are limited

valuable mineral resources located within the study area, and the works will be reinstating access to the land.

5.7.32 It is not anticipated that extensive contaminated soils would be present on-site, or that extensive contaminated groundwater would be encountered during decommissioning works. A ground investigation would be undertaken as part of the decommissioning phase to provide further information on the ground conditions at the site following operation. In the unlikely event that soil or groundwater contamination is identified, it will be subject to appropriate management and remediation prior to commencement or during the execution of the decommissioning works.

5.7.33 Waste soils may be generated during decommissioning works through the removal of services and infrastructure and the re-profiling of the site. Materials would be managed to allow the re-use of suitable soils/materials as part of the decommissioning phase. Soil/material required for the backfilling of voids would be generated on-site as far as is practical.

5.7.34 It is unlikely that groundwater dewatering would be required during decommissioning, therefore **no significant** effect on groundwater level and flow is anticipated.

n) Surface water and flood risk

5.7.35 When the operational site's cooling water outfall and associated infrastructure are no longer available during decommissioning, the surface water run-off that flows into the outfall would need to be managed as necessary in the interim period during the works by diverting flows to suitable discharge locations which may include surface watercourses and/or the intertidal zone.

5.7.36 Best practices will be implemented during the works to avoid the discharge of sediment laden water off-site and to control the flow rate of discharges into surface watercourses.

5.7.37 **No significant** effects on surface water receptors are anticipated as a result of the decommissioning works. Furthermore, no change to flood risk as a result of the decommissioning activities is likely to occur.

o) Marine environment

5.7.38 During decommissioning, the need for cooling water discharge from the reactors to the marine environment will cease and hence no impacts related to thermal discharges will occur. The generation of operational effluents will come to an end, thus the discharge of chemical and radiological substances will reduce over time. The cessation of cooling water intake will result in

beneficial effects with respect to a reduction of the entrainment of fish and other marine organisms.

5.7.39 It is proposed to remove the intake and outfall structures but these works would be very limited in spatial scale and of limited duration. The effects associated with the removal of the intake and outfall structures would be no worse than those identified for the construction of these effects in the coastal geomorphology and hydrodynamics, marine water quality and sediments, marine ecology, and navigation assessments. This is provided in **Chapters 20, 21, 22** and **24** of this volume respectively. Therefore, **no significant** effects upon marine environment receptors are anticipated as a result of these works. Further information on the future shoreline development and mitigation proposals throughout the lifetime of the Sizewell C power station are presented in **Chapter 20** of this volume.

5.7.40 No effects on marine historic environment receptors are considered to occur as a result of the decommissioning activities.

p) Radiological effects

5.7.41 During decommissioning radiological discharges are expected to be within the limits proposed for the operation of Sizewell C and as such are bounded by the operational radiological impact assessment presented in **Chapter 25** of this volume. Adverse effects have therefore been identified as **not significant**.

q) Climate change

5.7.42 The climate assessment of the decommissioning phase of the proposed development would be undertaken within the EIA submitted in accordance with the Nuclear Reactors (Environmental Impact Assessment for Decommissioning) Regulations (Ref. 5.1) prior to the End of Generation of Sizewell C. This would consider both the impact of:

- Greenhouse gases from decommissioning on the climate.
- Climate change on the decommissioned site and other receptors in the surrounding environment.

5.7.43 Decommissioning may result in greenhouse gas emissions during the initial decommissioning process and after the site has been decommissioned. Greenhouse gas emissions will likely be calculated and reported over this duration to understand the impact of the proposed development on the climate. Possible emission sources would include, but not be limited to:

- Fuel use by vehicles and plant used for demolition activities.

- Grid electricity use during the decommissioning process.
- Treatment and transportation of demolition and other waste.
- Transportation of demolition workers to/from the site.
- Provision of potable water and treatment of wastewater.

5.7.44 It should be noted, however, that if the UK remains on course to achieve net zero carbon emissions by 2050, some of these activities may have low or zero emissions depending on the available technology. Grid electricity for example may be completely decarbonised by 2050.

5.7.45 Effects associated with future climate change impacts would be assessed, based on available climate change projections at the time. Any future assessment would consider the impacts of climate change during both the decommissioning process and on the site and surrounding environment for approximately 100 years following decommissioning.

r) Major accidents and disasters

5.7.46 Risks during the decommissioning phase of the proposed development are likely to be similar to those identified for the construction and removal and reinstatement (where necessary) phases, as activities are expected to be largely similar. Over a period of time the site will be de-fuelled, hazardous substances removed from site and the operational emissions and discharges would be stopped, contributing to reduced risks. However, the site would still be susceptible to natural disaster hazards and major accident hazards from off-site sources. The assessment would take into consideration any hazards or threats identified in the National Risk Register or Suffolk Community Risk Register (or other local risk register) available at the time, to reflect any changes to what is consider as a relevant natural disaster or major accident.

5.7.47 The activities undertaken during the decommissioning phase would be governed by legislation, policies, procedures and processes which would mitigate major accident and disaster risks. It is expected that all major accident and disaster risks can be mitigated to be tolerable, or tolerable if as low as reasonably practicable, and therefore, **no significant** residual risks would likely remain during the decommissioning phase of the proposed development.

s) Health and wellbeing

5.7.48 The decommissioning phase will be comparable to the construction phase, with similar environmental effects with the potential to influence local community health. Any decommissioning activities would comply with strict environmental objective thresholds set to be protective of health, and include

engagement with statutory consultees, key health stakeholders and local communities to tailor activities, policy, mitigation, and community support initiatives to minimise disruption.

t) Transboundary effects

5.7.49 During the decommissioning phase of the proposed development, potential transboundary effects may arise where the Zone of Influence for a particular decommissioning activity extends beyond UK borders. As identified in **Volume 10, Chapter 5** of the **ES**, the closest territorial waters include Belgium, France and Germany. Upon decommissioning, the cooling water system would ultimately cease resulting in the termination of any operational impacts to fisheries and marine ecology arising from the cooling water system. Effects associated with decommissioning activities are therefore not considered likely to extend out of the Greater Sizewell Bay and out of UK territorial water. As a result, **no significant** transboundary effects within the marine environment are likely to occur.

5.7.50 It is considered that terrestrial effects associated with the decommissioning activities would be localised and limited to the Zones of Influence within UK borders identified within the relevant assessments of this **ES**. Therefore, **no significant** transboundary effects would likely arise during the decommissioning phase of the Sizewell C Project.

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APPENDIX 2C TRANSPORT ENVIRONMENTAL ASSESSMENT ADDENDUM

PART 1 - MAIN ASSESSMENT
PART 2 - CUMULATIVE ASSESSMENT

APPENDIX A - SENSITIVITY OF LINKS
APPENDIX B - SCREENING - MAIN ASSESSMENT
APPENDIX B - SCREENING CUMULATIVE ASSESSMENT
APPENDIX C - MAIN ASSESSMENT
APPENDIX C - CUMULATIVE ASSESSMENT
APPENDIX D - METHODOLOGY OF TRANSPORT FLOWS

APPENDIX 2C TRANSPORT ENVIRONMENTAL ASSESSMENT ADDENDUM

PART 1 - MAIN ASSESSMENT

CONTENTS

1 INTRODUCTION 1
1.1 Background 1
2 LEGISLATION, POLICY AND GUIDANCE 3
2.1 Guidance 3
3 METHODOLOGY 4
3.1 Scope of the assessment 4
3.2 Study Area 4
3.3 Screening Process 4
3.4 Consultation 5
3.5 Assessment Scenarios 5
3.6 Assessment Time Periods 7
3.7 Assessment criteria 9
3.8 Assessment methodology 19
3.9 Assumptions and Limitations 20
4 BASELINE ENVIRONMENT 21
4.1 Overview 21
5 ENVIRONMENTAL DESIGN AND MITIGATION 22
5.1 Environmental design and mitigation for the Sizewell B relocated facilities works during Phase 0 22
5.2 Environmental design and mitigation for the DCO 22
5.3 Primary Mitigation 22
5.4 Secondary Mitigation 22
5.5 Tertiary Mitigation 23
6 ASSESSMENT 24
6.1 Introduction 24
6.2 Traffic Link Screening 24
6.3 2023 Early years construction assessment 24
6.4 2028 peak construction (preferred strategy – typical day) assessment 39

6.5 2028 peak construction (preferred strategy – busiest day) assessment 56
6.6 2034 operational assessment 72
6.7 Mitigation and monitoring 85

7 SUMMARY OF EFFECTS AND MITIGATION 86

REFERENCES 186

TABLES

Table 1.1: Key Changes 1
Table 3.1: Traffic flow scenarios where individual effect on transport have been assessed 6
Table 3.2: Traffic flow scenarios used to assess the effect on driver delay 7
Table 3.3: Links that have been assessed for hour of greatest environmental impact 9
Table 3.4: Assessment of the sensitivity of receptors (non-motorised users). 11
Table 3.5: Assessment of the sensitivity of receptors (motorised users) where VISSIM modelling data is available 12
Table 3.6: Assessment of the sensitivity of receptors (motorised users) 13
Table 3.7: Assessment of the sensitivity of receptors to a change in road safety 15
Table 3.8: Assessment of the magnitude of impact (adverse impacts) 16
Table 3.9: Assessment of the magnitude of impact (beneficial impacts) 17
Table 3.10: Classification of effects 19
Table 6.1: Severance 2023 early years (representative hour) 26
Table 6.2: Severance 2023 early years (24-hour AAWT) 27
Table 6.3: Potential new significant effects on severance in the 2023 early years (representative hour) compared to previous assessment 28
Table 6.4: New links where there will be a significant adverse effect on severance in the 2023 early years (24-hour AAWT) 28
Table 6.5: Pedestrian delay 2023 early years (representative hour) 30
Table 6.6: New links where there will be a significant adverse effect on Pedestrian delay in the 2023 early years (representative hour) 31
Table 6.7: Amenity 2023 early years (representative hour) - HDVs 32

Table 6.8: Amenity 2023 early years (24-hour AAWT) - HDVs 33

Table 6.9: New links where there may be a significant adverse effect on amenity in the 2023 early years (representative hour)- HDVs 34

Table 6.10: New links where there may be a significant adverse effect on amenity in the 2023 early years (24-hour AAWT). - HDVs 34

Table 6.11: Links where the severity of significant adverse effect on amenity in the 2023 Early Years (representative hour)-HDVs has changed 34

Table 6.12: Links where the severity of significant adverse effect on amenity in the 2023 Early Years (24-hour AAWT)-HDVs has changed 34

Table 6-13: Accidents and safety 2023 early years 36

Table 6-14: Driver Delay 2023 early years 38

Table 6.17: Severance 2028 peak construction (preferred strategy – typical day) (representative hour) 40

Table 6.18: Severance 2028 peak construction (preferred strategy – typical day) (24-hour AAWT) 41

Table 6.19: New links where there will be a significant adverse effect on severance in the 2028 Preferred Typical (representative hour) 42

Table 6.20: New links where there will be a significant adverse effect on severance in the 2028 Preferred Typical (24-hour AAWT) 42

Table 6.21: Pedestrian Delay 2028 peak construction (preferred strategy – typical day) (representative hour) 44

Table 6.22: New links where there will be a significant adverse effect on pedestrian delay in the 2028 Preferred Typical (representative hour) 45

Table 6.23: Amenity 2028 peak construction (preferred strategy – typical day) (representative hour) – total traffic 46

Table 6.24: Amenity 2028 peak construction (preferred strategy – typical day) (representative hour)-HDVs 47

Table 6.25: Amenity 2028 peak construction (preferred strategy – typical day) (24-hour AAWT) 48

Table 6.26: Amenity 2028 peak construction (preferred strategy – typical day) (24-hour AAWT)- HDVs 49

Table 6.27: New links where there may be a significant adverse effect on amenity in the 2028 preferred strategy typical 2028 Preferred Typical representative hour)-HDVs 50

Table 6.28: New links where there may be a significant adverse effect on amenity in the 2028 preferred strategy typical day (24-hour AAWT)-HDVs ... 50

Table 6.29: Links where the severity of significant adverse effect on amenity in the 2028 preferred strategy typical day (representative hour)- HDVs has changed ... 51

Table 6.30: Links where the severity of significant adverse effect on amenity in the 2028 preferred strategy typical day (24-hour AAWT)- HDVs has changed ... 52

Table 6.30: Fear and Intimidation 2028 peak construction (preferred strategy – typical day) (representative hour) ... 53

Table 6.31: Fear and Intimidation 2028 peak construction (preferred strategy – typical day) (18-hour AAWT) ... 53

Table 6.32: New links where there may be a significant adverse effect on fear and intimidation in the 2028 preferred strategy typical day (representative hour) ... 54

Table 6.33: New links where there may be a significant adverse effect on fear and intimidation in the 2028 preferred strategy typical day (18-hour AAWT) . 54

Table 6.35: Severance 2028 peak construction (preferred strategy – busiest day) (24-hour AAWT) ... 58

Table 6.36: Links where there may be a significant adverse effect on severance in the 2028 Preferred Busiest (representative hour) ... 59

Table 6.38: Pedestrian delay 2028 peak construction (preferred strategy – busiest day) (representative hour) ... 61

Table 6.40: Amenity 2028 peak construction (preferred strategy – busiest day) (representative hour) – total traffic ... 63

Table 6.42: Amenity 2028 peak construction (preferred strategy – busiest day) (24-hour AAWT) ... 65

Table 6.43: Amenity 2028 peak construction (preferred strategy – busiest day) (24-hour AAWT)- HDVs ... 66

Table 6.45: New links where there may be a significant adverse effect on amenity in the 2028 Preferred Busiest (24-hour AAWT)-HDVs ... 67

Table 6.46: Fear and Intimation 2028 peak construction (preferred strategy – busiest day) (representative hour) ... 69

Table 6.47: Fear and Intimation 2028 peak construction (preferred strategy – busiest day) (18-hour AAWT) ... 69

Table 6.48 New link where there may be a significant adverse effect on fear and intimidation in the 2028 Preferred Busiest (representative hour)..... 70

Table 6.49: New link where there may be a significant adverse effect on fear and intimidation in the 2028 Preferred Busiest (18-hour AAWT)..... 70

Table 6.50-: Accidents and safety 2028 preferred strategy (busiest day)..... 70

Table 6.51: Severance 2034 operational phase (representative hour)..... 73

Table 6.52: Severance 2034 operational phase (24-hour AAWT)..... 74

Table 6.53: New links where there may be a significant adverse effect on severance in the 2034 operational (representative hour) 75

Table 6.54: Pedestrian delay 2034 operational phase (representative hour) . 76

Table 6.55: New links where there may be a significant adverse effect on pedestrian delay in the 2034 operational (representative hour) 77

Table 6.56: Amenity 2034 operational phase (representative hour)..... 78

Table 6.57: Amenity 2034 operational phase (representative hour)- HDVs ... 78

Table 6.58: Amenity 2034 operational phase (24-hour AAWT)..... 79

Table 6.59: Amenity 2034 operational phase (24-hour AAWT)-HDVs..... 79

Table 6.60: New links where there may be a significant adverse effect on amenity in the 2034 operational (representative hour) 80

Table 6.61: New links where there will be a significant adverse effect on amenity in the 2034 operational (representative hour)-HDVs..... 80

Table 6.62: New links where there will be a significant adverse effect on amenity in the 2034 operational (24-hour AAWT)-HDVs..... 80

Table 6.63: Fear and Intimidation 2034 operational phase (representative hour)..... 82

Table 6.64: Fear and Intimidation 2034 operational phase (18-hour AAWT) . 82

Table 6.65: New link where there may be a significant adverse effect on fear and intimidation in the 2034 operational (representative hour)..... 83

Table 6.66: New link where there may be a significant adverse effect on fear and intimidation in the 2034 operational (24-hour AAWT)..... 83

Table 7.1: 2023 Early Years Summary Table..... 87

Table 7.2: 2028 Preferred Strategy (Typical Day) Summary Table..... 112

Table 7.3: 2028 Preferred Strategy (Busiest Day) Summary Table..... 140

Table 7.4: 2034 Operational Phase Summary Table..... 162

APPENDICES

APPENDIX A: SENSITVITY

APPENDIX B: SCREENING

APPENDIX C: ASSESSMENT

APPENDIX D: METHODOLOGY OF TRANSPORT FLOWS

1 INTRODUCTION

1.1 Background

1.1.1 **Volume 2, Chapter 10** of the **Environmental Statement** (ES) [APP-198], assessed the transport effects arising from the construction and operation of the main development site and the construction, operation and removal and reinstatement of the associated development sites (referred to throughout this volume as the Sizewell C Project). The Addendum to the transport chapter is set out in **Volume 1, Chapter 2** of the **ES Addendum** [AS-181], which superseded the assessment set out in **Volume 2, Chapter 10** of the **ES** [APP-198].

1.1.2 Following the submission of the DCO, Suffolk County Council (SCC) provided comments on the ES and SZC Co. has been working with SCC to address the SCC comments. The purpose of this ES Addendum is to summarise the updated assessment that addresses the comments received by SCC as well as incorporate comments from the Examining Authority (ExA) that have been received during the Sizewell C Examination.

1.1.3 To simplify the response to the comments and queries received from SCC and the ExA the whole of the transport ES assessment has been updated. The updated results are presented in this chapter of the Fourth ES Addendum. The results replace those previously presented within the ES [APP-198] and ES Addendum [AS-181].

1.1.4 The key changes to the assessment of the transport effects arising from the Sizewell C Project are listed in **Table 1.1** below.

Table 1.1: Key Changes

Section	Key changes
Sensitivity of links	The sensitivity of links has been reviewed and agreed in consultation with SCC.
Screening process	Whilst the Rules 1 and 2 for the screening of links remains the same, the links screened into the assessment are now based on both the change in representative hour traffic flows and change in average daily traffic flows (24-hour AAWT) as requested by the ExA.
Assessment Scenarios	Traffic flows for the assessment scenarios have been updated based on an alternative methodology proposed by SCC. Further detail on the reason for this change is detailed within **Appendix D**.

Section	Key changes
Assessment Criteria	The criteria to assess the magnitude of impact has been updated in response to comments from the ExA, East Suffolk Council (ESC) and Suffolk County Council (SCC). • Inclusion of thresholds for assessing the magnitude of impact on driver delay and pedestrian delay, pedestrian, cyclist and equestrian amenity. Previously no or limited thresholds were specified, and the assessment was based partly or wholly on professional judgement. • Revision of the methodology for assessing the magnitude of impact on fear and intimidation. The methodology set out in the IEMA guidance (Ref 1) was incorrectly applied in [AS-181]. • Inclusion of thresholds for assessing the magnitude of impact on road safety. In [AS-181] no thresholds were specified, and the assessment was based partly or wholly on professional judgement.

2 LEGISLATION, POLICY AND GUIDANCE

2.1 Guidance

2.1.1 Since the preparation of **Volume 2, Chapter 10** [APP-198] and **Volume 1, Chapter 2** [AS-181] the Design Manual Roads and Bridges (DMRB) guidance on the assessment of environmental effects has been updated (Ref 2).

2.1.2 'LA 112 on Population and Human Health' of DMRB has replaced 'Pedestrians, Cyclists, Equestrians and Community Effects', (Volume 11, Section 3, Part 8) of DMRB. LA 112 provides a framework for assessing, mitigating and reporting the effects of motorway and all-purpose trunk road projects on population and health. It introduces significance criteria that aid consistent and proportionate assessment to support the reporting of significant effects of population and human health.

2.1.3 Whilst the guidance has been updated there have been no changes to the assessment methodology as a result to the update of the guidance.

3 METHODOLOGY

3.1 Scope of the assessment

3.1.1 The scope of the assessment remains unchanged from that reported in **Volume 2, Chapter 10** [APP-198].

3.1.2 The assessment focuses on the following potential transport impacts:

- severance;
- pedestrian delay;
- amenity;
- fear and intimidation;
- driver delay;
- accidents and safety; and
- hazardous loads.

3.2 Study Area

3.2.1 The study area remains unchanged from that reported in **Volume 2, Chapter 10** [APP-198].

3.2.2 For the purposes of this chapter a 'link' is referred to as a stretch of road that has been modelled as part of the assessment with a number and name given to its specific location. Each road link within the study area has been assigned a link reference number.

3.3 Screening Process

3.3.1 The links screened into the assessment have been agreed with SCC. This has been based on two broad rules set out within the IEMA Guidance (Ref 1). These are:

- Rule 1: include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles (HGVs) will increase by more than 30%); and
- Rule 2: include any other specifically sensitive areas where traffic flows have increased by 10% or more.

3.3.2 It should be noted that, where required, the assessment has been based on the percentage change in heavy duty vehicles (HDVs), which include HGVs and buses, and not just percentage change in HGVs.

3.3.3 The criteria for defining the sensitivity of areas are defined later in this chapter.

3.3.4 The screening process has been undertaken for all assessed scenarios. The results of the screening process are attached in **Appendix B.**

3.3.5 It should be noted that if traffic flows for any assessed time period result in a link being screened in, the link is screened in and assessed for all time periods.

3.4 Consultation

3.4.1 The assessment methodology used for this updated assessment has been discussed and agreed with SCC, as local highway authority. The updated assessment methodology is discussed below.

3.5 Assessment Scenarios

a) Assessment Years

3.5.1 The transport effects of the Sizewell C project have been assessed for the traffic flow scenarios listed below.

- Early years – 2023, including:
  - 2023 reference case (i.e. the 2023 future year traffic flows without the Sizewell C traffic); and
  - 2023 early years (with Sizewell C traffic).
- Peak construction – 2028, including:
  - 2028 reference case (i.e. the 2028 future year traffic flows without Sizewell C traffic);
  - 2028 peak construction preferred strategy – typical day (with Sizewell C traffic);
  - 2028 peak construction preferred strategy – busiest day (with Sizewell C traffic);
  - 2028 peak construction integrated strategy – typical day (with Sizewell C traffic); and
  - 2028 peak construction integrated strategy – busiest day (with Sizewell C traffic).
- Operation – 2034, including:
  - 2034 reference case (i.e. the 2034 future year traffic flows without Sizewell C traffic); and

- 2034 operational (with Sizewell C traffic).

3.5.2 It should be noted that this chapter only reports the 2028 peak construction non-motorised user assessment results for the preferred strategy (typical day and busiest day). The 2028 peak construction non-motorised user assessment results for the integrated strategy are attached in **Appendix C**.

3.5.3 The traffic flows associated with all scenarios have been updated based on an approach preferred by SCC. Further detail on the reason for this change is set out within a Technical Note attached in **Appendix D**.

3.5.4 As per **Volume 2, Chapter 10** [APP-198] all future scenarios include traffic flows generated by an outage at Sizewell B.

3.5.5 It should be noted that not all transport effects have been assessed for all traffic flow scenarios. This generally occurs where modelling data is only available for select scenarios. **Table 3.1** below identifies the transport effects that have been assessed for each scenario.

Table 3.1: Traffic flow scenarios where individual effect on transport have been assessed

Scenario / Effect	Severance	Pedestrian Delay	Amenity	Fear and Intimidation	Driver Delay	Accidents and Safety	Hazardous Loads
2023 Early Years	Y	Y	Y	Y	Scenario based on data source.	Y	N
2028 Preferred Strategy (Typical Day)	Y	Y	Y	Y		N	N
2028 Preferred Strategy (Busiest Day)	Y	Y	Y	Y		Y	N
2028 Integrated Strategy (Typical Day)	Y	Y	Y	Y		N	N
2028 Integrated Strategy (Busiest Day)	Y	Y	Y	Y		N	N
2034 Operational	Y	Y	Y	Y		Y	Y

3.5.6 As noted in **Table 3.1** above, the traffic flow scenario used to assess the effect on driver delay varies by data source. The assessment uses data from three sources. These are:

- Stand-alone junction models;
- A12 VISSIM model; and
- Yoxford VISSIM model.

3.5.7 It was not possible to compare data across three common 2023, 2028 and 2034 scenarios due to the models assessing different traffic flow scenarios. As such, for the purpose of this assessment on driver delay, three scenarios have been reported (2023 Early Years, 2028 Peak Construction and 2034 Operational). The traffic flow scenarios that relate to these three reported scenarios are set out in **Table 3.2** below.

Table 3.2: Traffic flow scenarios used to assess the effect on driver delay

Reported Scenario	Stand Alone Junction Model	A12 VISSIM Model	Yoxford VISSIM Model
2023 Early Years	2023 Early Years + SPR	2023 Early Years	2023 Early Years + SPR
2028 Peak Construction	2028 Integrated Strategy (Busiest Day) + SPR	2028 Preferred Strategy (Typical Day)	2028 Integrated Strategy (Busiest Day) + SPR
2034 Operational	2034 Operational	N/A	2034 Operational

3.5.8 There are only envisaged to be hazardous loads in the operational phase of the Project and therefore the assessment is only based on the 2034 operational phase scenario.

3.6 Assessment Time Periods

3.6.1 The transport effects on non-motorised users (severance, driver delay, amenity and fear and intimidation) have been assessed for the following time periods:

- Representative hour; and
- Average weekday (24-hour AAWT).

3.6.2 The effect on motorised users (driver delay) has been assessed for the following time periods:

- 06:00 to 07:00
- 07:00 to 08:00
- 08:00 to 09:00
- 15:00 to 16:00
- 17:00 to 18:00

3.6.3 The effect on road user safety has been assessed for the following time periods:

- Average weekday (24-hour AAWT)

a) Representative hour

3.6.4 The representative hour represents the hour of greatest change. To calculate the representative hour, the average traffic flows across all links in the network have been reviewed, for each reference case and with Sizewell C, for each hour. The percentage change in each hour has then been calculated and the hour with the highest percentage change identified.

3.6.5 The methodology used to calculate the representative hour traffic flows is unchanged from the methodology set out in **Volume 2, Chapter 10** [APP-198].

3.6.6 The representative hour for each phase of development is presented below:

- Early years: 07:00 to 08:00;
- Peak construction: 07:00 to 08:00; and
- Operational: 16:00 to 1700.

b) Average weekday

3.6.7 The average weekday represents the average hourly traffic flow on a typical weekday. This has been calculated using the 24-hour Average Weekday Traffic (AAWT) for all links on the network.

c) Hours of greatest environmental impact

3.6.8 If the effect on vulnerable road users is assessed to be not significant in the hour of greatest change in traffic flows (i.e. representative hour), then the effect would be not significant in all other hours of the day that vulnerable road users are likely to use the network (including the hour of greatest environmental impact) as the percentage change in traffic would be less in those hours.

3.6.9 The exception to this is for the links that have been assessed to have a significant adverse effect based on the representative hour. In these small number of cases, an assessment of the hour of greatest environmental impact has also been undertaken.

3.6.10 For these links, two additional time periods have been assessed for non-motorised user effects (08:00 to 09:00 and 15:00 to 16:00), which have been taken to be the hours of greatest environmental change. The links that have been assessed for hours of greatest environmental impact are listed in **Table 3.3** below.

Table 3.3: Links that have been assessed for hour of greatest environmental impact

Link	Link Description
2	King George's Avenue
4c	B1122 (N)
5	B1122 Abbey Road (existing level crossing)
6	B1119 Saxmundham Road
7	B1069 Coldfair Green
8	B1122 Aldeburgh
11	B1125 through Westleton
13d	A1120
34b	Main Road (E)
41	B1125 through Middleton
90	A1120 Sibton (east of Mill Hill)

3.7 Assessment criteria

3.7.1 A summary of the assessment criteria used in the environmental transport assessment is presented in the following sub-sections. The assessment criteria have been updated in response to comments from SCC and the ExA. The updated assessment criteria have been agreed with SCC.

3.7.2 The assessment broadly considers the magnitude of impacts and value/sensitivity of resources/receptors that could be affected in order to classify effects.

a) Sensitivity of Receptors

3.7.3 The sensitivity of receptors on each link in the study area has been agreed with SCC. It should be noted that different sensitivities have been assigned to non-motorised users and motorised users. A separate sensitivity has also been assigned to links for the purpose of assessing the effect on accidents and safety.

3.7.4 The non-motorised user sensitivity value has been used to assess the following effects:

- severance;
- pedestrian delay;
- amenity; and
- fear and intimidation.

3.7.5 Separate sensitivity values have been used to assess the following motorised user effects:

- driver delay; and
- accidents and safety.

3.7.6 The criteria used to establish the sensitivity of non-motorised users and non-motorised users is detailed below.

3.7.7 It should be noted that the assessment of the Sizewell C Project on accidents and safety has not been undertaken at the same granularity as the assessment of effects on non-motorised users and motorised users. Instead the analysis has been undertaken for the entire length or large section of a road within the study area. These sections typically cover multiple links in the study area. In such instances the same results are reported for all links along a particular section of road.

i. Non-motorised user sensitivity

3.7.8 The criteria used to establish the sensitivity of non-motorised users is set out in **Table 3.4** below.

Table 3.4: Assessment of the sensitivity of receptors (non-motorised users)

Receptor Sensitivity	Receptor Type
High	High sensitive receptors (e.g. hospitals, schools, nurseries, nursing homes, a high concentration of residential dwellings and facilities and amenities, areas with high tourist footfall, significant pedestrian/cycle desire lines etc.) Or No / limited separation provided by the highway environment (e.g. no footway provision / cycle provision) in an area where there are significant pedestrian / cycle desire lines.
Medium	Medium sensitive receptors (e.g. medium concentration of residential dwellings and facilities and amenities, designated pedestrian/cycle desire lines including cycle routes and public footpaths). Or No / limited separation from traffic provided by the highway environment (e.g. narrow, intermittent footway provision close to carriageway, substandard pedestrian and cycle provision) in an area where there are some pedestrian / cycle desire lines.
Low	Low sensitive receptors (e.g. small concentration of residential dwellings, facilities and amenities, few pedestrian / cycle desire lines etc) Or A highway environment that can accommodate changes in volume of traffic (e.g. adequate (i.e. to standard) footway provision / cycle provision, well separated provision from carriageway) with few pedestrian / cycle desire lines.
Very Low	No sensitive receptors (e.g. no residential dwellings, facilities and amenities and no pedestrian / desire lines etc) such as a rural area. Or A highway environment that can accommodate changes in volume of traffic (e.g. adequate (i.e. to standard) footway provision / cycle provision, well separated provision from carriageway) with no sensitive receptors (very low).

3.7.9 The agreed sensitivity of non-motorised users in the study area is listed in **Appendix A**.

v. Motorised user sensitivity

3.7.10 In response to comments from SCC, a separate sensitivity value has been used to assess the effect of the Sizewell C project on driver delay. This approach has been adopted because the sensitivity criteria in **Table 3.4** focuses on the

sensitivity of non-motorised users to change and does not reflect how sensitive motorised users are to a change in driver delay.

3.7.11 Two different approaches to assigning sensitivity to motorised users have been adopted. The approach used is dependent on whether or not VISSIM modelling data is available for a link.

3.7.12 Where VISSIM modelling data is available this has been used. If no VISSIM modelling data is available, data from the stand-alone junction modelling has been used.

VISSIM models

3.7.13 For links where VISSIM modelling data is available (notably the A12 corridors in Woodbridge and Yoxford), the sensitivity of motorised users (drivers and passengers) has been based on the percentage change in the reference case journey times from free flow conditions (generally 6am). The criteria used to establish the sensitivity of links modelled using VISSIM are presented in **Table 3.5** below.

Table 3.5: Assessment of the sensitivity of receptors (motorised users) where VISSIM modelling data is available

Sensitivity	Links where VISSIM modelling data is available
High	Reference case journey times are >90% higher than free flow conditions
Medium	Reference case journey times are >60% and <=90% higher than free flow conditions
Low	Reference case journey times are >30% and <=60% higher than free flow conditions
Very low	Reference case journey times are <=30% higher than free flow conditions

3.7.14 The thresholds are based on the 30%, 60% and 90% thresholds typically used to assess the magnitude of impact on non-motorised users. Further detail on the VISSIM modelling is provided in the **Consolidated Transport Assessment** [REP4-005].

Stand-alone junction models

3.7.15 Where no VISSIM modelling data is available, the sensitivity criteria for motorised users (drivers and passengers) are based on the Ratio of Flow to Capacity (RFC) data extracted from the stand-alone junction models. Further detail on the stand-alone junction modelling is provided in the **Consolidated Transport Assessment** [REP4-005].

3.7.16 Where possible, each link has been matched with the approach arm of an assessed junction. If a link could not be matched, no further assessment of the link has been undertaken and the effect is reported as "Nil". This approach assumes that if there was likely to be a significant impact on driver delay, additional junction modelling would have been requested by SCC.

3.7.17 The thresholds used to establish the sensitivity of receptors to a change in driver delay are summarized in **Table 3.6** below. These thresholds have been informed by the guidance contained within Design Manual for Roads and Bridges (DMRB) TA 23/81, paragraph 6.2 which states

"Due to site to site variation there is a standard error of prediction of the entry capacity by the formula of + or – 15% for any site. Thus if any entry RFC ratio of about 85% occurs queuing will theoretically be avoided in the chosen design year peak hour in 5 out of 6 cases (schemes). Similarly, if an entry RFC ratio of 70% occurs queuing ill theoretically be avoided in 39 out of 40 cases (schemes). The general use of designs with an RFC ratio of about 85% is likely to result in a level of prevision which will be economically justified." (Ref 2)

Table 3.6: Assessment of the sensitivity of receptors (motorised users)

Sensitivity	Links where alone junction modelling data is available
High	Reference case RFC >1.0
Medium	Reference case RFC >0.85 and <=1.0
Low	Reference case RFC >0.7 and <=0.85
Very low	Reference case RFC <=0.7

3.7.18 The agreed sensitivity of motorised users on each link in the study area is attached in **Appendix A.**

3.7.19 For links where no modelling data is available (either from VISSIM or the stand alone junction models), no sensitivity has been recorded and the effect on driver delay is recorded as "nil". The rationale for this approach is that junction modelling has only been undertaken for links where the Sizewell C project is likely to have an effect on the performance of the highway network (e.g. adverse impact on driver delay).

iii. Road safety sensitivity

3.7.20 The sensitivity of receptors to a change in road safety (both non-motorised users and motorised users) has been assessed by reference to the road traffic collision data supplied by SCC and analysed and reported in the **Consolidated Transport Assessment** [REP4-005].

3.7.21 For each link / group of links in the study area, the collision rate per million vehicle kilometres was calculated. This was based on the total number of collisions recorded over the five-year period May 2014 to April 2019 and the average annual daily traffic (AAWT) flows on those links.

3.7.22 The collision rate per million vehicle kilometres of each link / group of links was compared with the junction national collision rates per million vehicle kilometres for different road types and speed limits, published in the COBALT parameter file, which is referenced in WebTag (Ref 4).

3.7.23 By comparing the observed collision rate with the national rate for the road type, one parameter of link sensitivity was established and categorised green, amber or red:

- Green – observed collision rate per mvkm equal to or lower than national rate for that road type
- Amber – observed rate between 100% and 120% of national rate
- Red – observed rate > 120% of national rate

3.7.24 The data provided by SCC also included the collision severity split. The COBALT parameter file also indicates the national average severity split for combined link and junction accidents for different road types. Additional analysis compared the proportion of slight accidents on each link with the national average to establish a second parameter for assessing link sensitivity:

- Green – slight proportion less than or equal to 110% of national slight severity for that road type
- Amber – slight proportion 110% - 120% of national slight severity split
- Red – slight proportion > 120% of national slight severity split

3.7.25 These parameters were then combined to establish the link sensitivity to road safety. This is set out in **Table 3.7** below.

Table 3.7: Assessment of the sensitivity of receptors to a change in road safety

Co ii so	Severity split compared to national average severity split			
		Green < 110%	**Amber 110% - 120%**	**Red > 120%**
	Green < 100%	Very low	Low	Medium
	Amber 100% - 120%	Low	Medium	High
	Red > 120%	Medium	High	High

3.7.26 The sensitivity of links to a change in road safety is set out in **Appendix A**.

Hazardous Loads

3.7.27 The assessment of hazardous loads is unchanged from **Volume 2, Chapter 10** [APP-198]. The IEMA guidelines (Ref. 1) note that some developments may involve the transportation of dangerous or hazardous loads by road and that this should be recognised within an ES.

3.7.28 Where this is likely to occur, the IEMA guidelines (Ref. 1) state that the ES should clearly outline the estimated number and composition of such loads. Where the number of movements is considered to be significant the ES should include a risk or catastrophe analysis to illustrate the potential for an accident to happen and the likely effect of such an event.

b) Magnitude of Impact

3.7.29 The following transport impacts have been assessed:

- Severance
- Driver delay
- Pedestrian delay
- Pedestrian, cyclist and equestrian amenity
- Fear and intimidation
- Accidents and safety
- Hazardous loads

3.7.30 The methodology to calculate the magnitude of impact on transport is set out in **Table 3.8** (adverse impacts) and **Table 3.9** (beneficial impacts) below. This methodology has been discussed and agreed with SCC.

3.7.31 The changes from the methodology set out in **Volume 2, Chapter 10** [APP-198]. are:

- Inclusion of thresholds for assessing the magnitude of impact on driver delay and pedestrian delay, pedestrian, cyclist and equestrian amenity. In **Volume 2, Chapter 10** [APP-198] no or limited thresholds were specified, and the assessment was based partly or wholly on professional judgement.
- Revision of the methodology for assessing the magnitude of impact on fear and intimidation. The methodology set out in the IEMA guidance (Ref 1) was incorrectly applied in **Volume 2, Chapter 10** [APP-198].
- Inclusion of thresholds for assessing the magnitude of impact on road safety. In **Volume 2, Chapter 10** [APP-198], no thresholds were specified, and the assessment was based partly or wholly on professional judgement.

Table 3.8: Assessment of the magnitude of impact (adverse impacts)

Impact	Magnitude of Impact (Adverse)			
	Very low	Low	Medium	High
Severance	Change in total traffic of > 0 and <30%	Change in total traffic of >=30 and <60%.	Change in total traffic of >=60 and <90%.	Change in total traffic of >90%
Driver delay	Change in journey time of >0 and <=10 seconds	Change in journey time of >10 and <=30 seconds	Change in journey time of >30 and <=60 seconds	Change in journey time of >60 seconds
Pedestrian delay	Change in two-way traffic of > 0 and <1,400 vehicles per hour OR pedestrian delay increases by >0 and <= 2 seconds (calculated by applying TRL 'pedestrian delay and traffic management' SR356 (Ref 10.19))	Pedestrian delay increases by >2 and < 5 seconds (calculated by applying TRL 'pedestrian delay and traffic management' SR356 (Ref 10.19))	Pedestrian delay increases by >=5 and <= 10 seconds (calculated by applying TRL 'pedestrian delay and traffic management' SR356 (Ref 10.19))	Pedestrian delay increases by >10 seconds (calculated by applying TRL 'pedestrian delay and traffic management' SR356 (Ref 10.19))

Impact	Magnitude of Impact (Adverse)			
	Very low	Low	Medium	High
Pedestrian, cyclist and equestrian amenity	Change in two-way traffic of >0 and <=100% OR Change in HDV flows of >0 and <=100%	Change in two-way traffic of >100% and <=130% OR Change in HDV flows of >100% and <=130%	Change in two-way traffic of >130% and <=160% OR Change in HDV flows of >130% and <=160%	Change in two-way traffic of >160% OR Change in HDV flows of >160%
Fear and intimidation	Change in 18hr average traffic flow of >0 and <600 vehicles per hour Change in 18hr HDV flow of >0 and <1,000 Change in average speed over 18 hrs <10 mph	Change in 18hr average traffic flow of >=600 and <1,200 vehicles per hour Change in 18hr HDV flow of >=1,000 and <2,000 Change in average speed over 18 hrs 10-15 mph	Change in 18hr average traffic flow of >=1,200 and <1,800 vehicles per hour Change in 18hr HDV flow of >=2,000 and <3,000 Change in average speed over 18 hrs 15-20 mph	Change in 18hr average traffic flow of >=1,800 vehicles per hour Change in 18hr HDV flow of >=3,000 Change in average speed over 18 hrs +20 mph
Accidents and safety	>0 and <0.05 additional collisions per annum per km of link length	>=0.06 and <= 0.15 additional collisions per annum per km	>= 0.16 and <= 0.25 additional collisions per annum per km	> 0.25 additional collisions per annum per km
Hazardous loads	Based on the probability of a personal injury collision, categorised as fatal or serious, involving a hazardous load occurring.			

Table 3.9: Assessment of the magnitude of impact (beneficial impacts)

Impact	Magnitude of Impact (Beneficial)			
	Very low	Low	Medium	High
Severance	Change in total traffic of <= 0 and >-30%	Change in total traffic of <=-30 and >-60%	Change in total traffic of <=-60 and >-90%	Change in total traffic of <-90%
Driver delay	Change in journey time of <=0 and >=-10 seconds	Change in journey time of >10 and >=-30 seconds	Change in journey time of <-30 and >=-60 seconds	Change in journey time of <-60 seconds

Impact	Magnitude of Impact (Beneficial)			
	Very low	Low	Medium	High
Pedestrian delay	Change in two-way traffic of <= 0 and >-1,400 vehicles per hour OR pedestrian delay increases by <=0 and >=-2 seconds (calculated by applying TRL 'pedestrian delay and traffic management' SR356 (Ref 10.19))	Pedestrian delay increases by <-2 and >-5 seconds (calculated by applying TRL 'pedestrian delay and traffic management' SR356 (Ref 10.19))	Pedestrian delay increases by <=-5 and >= -10 seconds (calculated by applying TRL 'pedestrian delay and traffic management' SR356 (Ref 10.19))	Pedestrian delay increases by <-10 seconds (calculated by applying TRL 'pedestrian delay and traffic management' SR356 (Ref 10.19))
Pedestrian, cyclist and equestrian amenity	Change in two-way traffic of <=0 and >-30% OR Change in HDV flows of <=0 and >-30%	Change in two-way traffic of <=-30% and >-60% OR Change in HDV flows of <=-30% and >=-60%	Change in two-way traffic of <-60% and >=-90% OR Change in HDV flows of <-60% and >=-90%	Change in two-way traffic of <-90% OR Change in HDV flows of <-90%
Fear and intimidation	Change in 18hr average traffic flow of >0 and <600 vehicles per hour Change in 18hr HDV flow of >0 and <1,000 Change in average speed over 18 hrs <10 mph	Change in 18hr average traffic flow of >=600 and <1,200 vehicles per hour Change in 18hr HDV flow of >=1,000 and <2,000 Change in average speed over 18 hrs 10-15 mph	Change in 18hr average traffic flow of >=1,200 and <1,800 vehicles per hour Change in 18hr HDV flow of >=2,000 and <3,000 Change in average speed over 18 hrs 15-20 mph	Change in 18hr average traffic flow of >=1,800 vehicles per hour Change in 18hr HDV flow of >=3,000 Change in average speed over 18 hrs +20 mph
Accidents and safety	>0 and <0.05 fewer collisions per annum per km of link length	>=0.06 and <= 0.15 fewer collisions per annum per km	>= 0.16 and <= 0.25 fewer collisions per annum per km	> 0.25 fewer collisions per annum per km

Impact	Magnitude of Impact (Beneficial)			
	Very low	Low	Medium	High
Hazardous loads	Based on the probability of a personal injury collision, categorised as fatal or serious, involving a hazardous load occurring.			

c) Effect definitions

3.7.32 There is no change to the definition of an effect from that set out in **Volume 2, Chapter 10** [APP-198]. The effect of the Sizewell C Project on transport is determined with due regard to the sensitivity of the receptor and magnitude of impact. The definitions of effects for transport are shown in **Table 3.10** below.

Table 3.10: Classification of effects

		Value / sensitivity of receptor			
		Very low	Low	Medium	High
Magnitude	Very low	Negligible	Negligible	Minor	Minor
	Low	Negligible	Minor	Minor	Moderate
	Medium	Minor	Minor	Moderate	Major
	High	Minor	Moderate	Major	Major

3.7.33 Following the classification of an effect as presented in **Table 3.10**, a clear statement is made as to whether the effect is **'significant'** or **'not significant'.** As a general rule, major and moderate effects are considered to be **significant** and minor and negligible effects are considered to be **not significant.**

3.7.34 However, in accordance with the IEMA guidance (Ref. 1) professional judgement is also applied, where appropriate as well as consideration of absolute levels of traffic and the percentage change in traffic. Paragraph 1.11 of the guidance (Ref. 1) states that "*the guidelines are intended to complement professional judgement and the experience of trained assessors*" and goes on to state that "*the experience and expertise of the assessor will remain of prime importance in conducting an environmental assessment*." The IEMA guidance (Ref. 1) also state at paragraph 4.2 that "*the assessment of impacts will need to determine both the change in magnitude of the impacts as well as their absolute levels*."

3.8 Assessment methodology

3.8.1 The assessment methodology to determine the traffic and transport effects of the Sizewell C project is unchanged in principle from that set out in **Volume 2, Chapter 10** [APP-198]. The assessment is based on the modelling of additional traffic generated by the proposed development. The operation of the transport

networks in the assessment years is first established as the base case and the effect is determined by a re-assessment with the inclusion of the additional activity relating to the Sizewell C Project. The assessment considers the effect that the additional traffic will have on the local transport infrastructure as per the criteria set out in the sections above.

3.9 Assumptions and Limitations

3.9.1 The assumptions and limitations associated with the environmental assessment of transport are unchanged from those set out in in **Volume 1, Appendix 6F** [APP-177].

4 BASELINE ENVIRONMENT

4.1 Overview

4.1.1 The baseline environment is unchanged from that set out within **Volume 2 Chapter 10** [APP-198].

5 ENVIRONMENTAL DESIGN AND MITIGATION

5.1 Environmental design and mitigation for the Sizewell B relocated facilities works during Phase 0

5.1.1 The environmental design and mitigation for the Sizewell B relocated facilities works during Phase 0 is unchanged from that reported in the Environmental Statement **Volume 2, Chapter 10** [APP-198].

5.2 Environmental design and mitigation for the DCO

5.2.1 Except for the changes listed below, the environmental design and mitigation for the DCO is unchanged from that reported in section 10.5 of the Environmental Statement **Volume 2, Chapter 10** [APP-198].

5.3 Primary Mitigation

5.3.1 Primary mitigation is often referred to as 'embedded mitigation' and includes modifications to the location or design of the development made during the pre-application phase that are an inherent part of the Sizewell C Project, become a fundamental part of the design for which consent is sought, and do not require additional action to be taken.

5.3.2 There is no change to the proposed primary mitigation from that reported in the Environmental Statement, **Volume 2, Chapter 10** [APP-198] and updated in **Volume 1, Chapter 2** of the **ES Addendum** [AS-181].

5.4 Secondary Mitigation

5.4.1 Secondary mitigation is often referred to as 'additional mitigation' and includes actions that will require further activity in order to achieve the anticipated outcome. A package of secondary transport mitigation has been agreed with SCC and ESC, which is to be secured by the draft **Deed of Obligation** (Doc Ref. 8.17(F)). The package of secondary mitigation includes the following:

- Leiston town centre improvement scheme - environmental and safety mitigation
- Wickham Market improvement scheme - environmental and safety mitigation
- Little Glemham and Marlesford improvement scheme - pedestrian enhancements, formal pedestrian crossings, village gateways and speed limits
- Yoxford – pedestrian crossing

- B1125 Westleton and Walberswick – village gateways and pedestrian enhancements.
- B1078 corridor – road safety improvements
- B1122 early years scheme - village gateways at Theberton and Middleton Moor, pedestrian enhancements and formal pedestrian crossing in Theberton, road safety improvements.
- B1122 corridor repurposing - change in use of B1122 to local access road and cycle / pedestrian route as well as integration and promotion of Quiet Lane scheme.
- A12 and A14 signage strategies.

5.4.2 In addition, contributions towards transport improvements have been agreed with SCC and ESC and are to be secured via the draft **Deed of Obligation** (Doc Ref. 8.17(F)).

5.4.3 A transport contingency fund has also been agreed with SCC and ESC, which is to be secured via the draft **Deed of Obligation** (Doc Ref. 8.17(F)) and can be drawn down by the Transport Review Group to mitigate any significant unforeseen transport effects should they arise during the construction phase of the Project.

5.5 Tertiary Mitigation

5.5.1 The following management documents have been updated since the **ES Addendum** [AS-181]:

- **Traffic Incident Management Plan** (**TIMP**) [REP2-053]
- **Construction Traffic Management Plan** (**CTMP**) [REP2-054];
- **Construction Workforce Travel Plan** (**CWTP**) [REP2-055];
- **Worker Code of Conduct** (Doc Ref. 8.11 (D))

5.5.2 The implementation of the **TIMP** [REP2-053], **CTMP** [REP2-054], **CWTP** [REP2-055], and **Worker Code of Conduct** (Doc Ref. 8.11 (D)), will be secured through obligations in the **Deed of Obligation** (Doc Ref. 8.17(F)).

6 ASSESSMENT

6.1 Introduction

6.1.1 This section sets out the assessment of the transport effects arising from the construction and operation of the main development site and the construction, operation, and removal and reinstatement (where relevant) of the associated development sites.

6.1.2 The assessment of transport effects that would occur due to Sizewell B relocated facilities works prior to the implementation of the DCO (referred to as 'Phase 0') is unchanged from that set out within **Volume 2, Chapter 10** [APP-198].

6.1.3 The updated results of the assessment of effects arising from Phase 1 onwards of the Sizewell C Project are presented in this section. This supersedes the results previously presented in **Volume 2, Chapter 10** [APP-198] and updated in **Volume 1, Chapter 2** of the **ES Addendum** [AS-181].

6.2 Traffic Link Screening

6.2.1 **Appendix B** summarises the traffic link screening for each link by applying Rules 1 and 2 of the screening process to the following traffic flows:

- 24-hour AAWT vehicle flows;
- 24-hour AAWT HDV flows;
- Representative hour AAWT vehicle flows; and
- Representative hour AAWT HDV flow.

6.2.2 The screening process is based on the percentage change in traffic and sensitivity of the link, as described earlier in this chapter. It should be noted that if one or more sets of traffic flows for a given scenario result in a link being screened in, all traffic flows in that scenario have been assessed (i.e. the assessment is undertaken using 24-hour AAWT and representative hour traffic flows regardless of whether or not both sets of traffic flows resulted in a link being screened in).

6.2.3 The screening process is provided within the tables included in **Appendix B** based on applying Rules 1 and 2 and those links that have been screened out of the assessment are highlighted in grey in the table within the appendix.

6.3 2023 Early years construction assessment

a) Severance

6.3.1 The complete assessment of severance is included in **Appendix C**.

6.3.2 **Table 6.1** summarises the road links that experience a moderate or major adverse effect on severance during the representative hour in the 2023 early years.

6.3.3 **Table 6.2** summarises the road link that experience a moderate or major adverse effect on severance on a weekday (24-hour AAWT) in the 2023 early years.

Table 6.1: Severance 2023 early years (representative hour)

Link Ref	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	Change in traffic flow	% Change	Magnitude	Sensitivity	Significance
2	King George's Avenue	418	588	170	41%	Low	High	Moderate Adverse
3	Lovers Lane (LEEIE)	348	567	219	63%	Medium	Medium	Moderate Adverse
4c	B1122 (N)	503	760	257	51%	Low	High	Moderate Adverse
5	B1122 Abbey Road (existing level crossing)	247	331	84	34%	Low	High	Moderate Adverse
6	B1119 Saxmundham Road	263	344	81	31%	Low	High	Moderate Adverse
11	B1125 through Westleton	235	378	143	61%	Medium	High	Major Adverse
12b	B1119 (E)	279	363	84	30%	Low	High	Moderate Adverse
13d	A1120	287	396	109	38%	Low	High	Moderate Adverse
17b	B1125	191	321	130	68%	Medium	Medium	Moderate Adverse
41	B1125 through Middleton	200	341	141	71%	Medium	Medium	Moderate Adverse
42	B1125 (south of B1387)	209	343	134	64%	Medium	Medium	Moderate Adverse
75	Lovers Lane	351	568	217	62%	Medium	Medium	Moderate Adverse
90	A1120 Sibton (east of Mill Hill)	273	380	107	39%	Low	High	Moderate Adverse

Table 6.2: Severance 2023 early years (24-hour AAWT)

Link Ref	Link Name	Reference Case (total traffic)	Reference Case + Sizewell (total traffic)	Change in traffic flow	% Change	Magnitude	Sensitivity	Significance
4c	B1122 (N)	5437	7070	1633	30%	Low	High	Moderate Adverse

6.3.4 **Table 6.3** below provides a summary of potential new significant effects in 2023 early years on severance (representative hour) compared to those previously assessed in **Volume 1, Chapter 2** of the **ES Addendum** [AS-181].

Table 6.3: Potential new significant effects on severance in the 2023 early years (representative hour) compared to previous assessment

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
2	King George's Avenue	Not Screened In	**Moderate Adverse**
3	Lovers Lane (LEEIE)	Minor Adverse	**Moderate Adverse**
4c	B1122 (N)	Minor adverse	**Moderate Adverse**
5	B1122 Abbey Road	Not Screened In	**Moderate Adverse**
12b	B1119 (E)	Not Screened In	**Moderate Adverse**
41	B1125 through Middleton	Not Screened In	**Moderate Adverse**
42	B1125 (south of B1387)	Not Screened In	**Moderate Adverse**
75	Lovers Lane	Minor Adverse	**Moderate Adverse**

6.3.5 **Table 6.3** shows that applying the severance assessment criteria to the links results in significant adverse effect on severance on 8 additional links in the 2023 early years (representative hour) compared to those identified in **ES Addendum** [AS-181].

6.3.6 **Table 6.4** below provides a summary of the change in significant effects in 2023 early years on severance (24-hour AAWT) compared to those previously assessed in **Volume 1, Chapter 2** of the **ES Addendum** [AS-181].

Table 6.4: New links where there will be a significant adverse effect on severance in the 2023 early years (24-hour AAWT).

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
4c	B1122 (N)	Minor Adverse	**Moderate Adverse**

6.3.7 The revised assessment results in a significant adverse effect on severance on one link (link 4c) in the 2023 early years (24-hour AAWT) compared with no significant effects on severance in **Volume 1, Chapter 2** of the **ES Addendum** [AS-181].

6.3.8 As set out in the methodology, where there are significant adverse effects in the representative hour shown in **Table 6.2**, consideration should be given to the hour

of greatest environmental change to determine if vulnerable road users would experience a significant adverse effect when the links are used at peak times.

6.3.9 Links 2, 4c, 5, 6, 11, 13d and 90 all have high sensitivity due to the presence of an education facility or a playground, which will increase the use of the links by children. As such an additional assessment of the hours of greatest environmental sensitivity has been undertaken for these links (i.e. 08:00-09:00 and 15:00-16:00). The results of this assessment are attached in **Appendix C**. This assessment shows there would be a minor adverse effect on all of these links in the hour of greatest environmental sensitivity, which would be **not significant**.

6.3.10 Bridleway 19 is proposed to be constructed in the early years along the B1122 and Lover's Lane, with Pegasus crossings provided, which would mitigate severance effects on links 3, 4c and 75 and the residual effects would be **not significant**.

6.3.11 Links on the B1125 (links 17b, 41 and 42) are assessed to have significant adverse effects on severance in the early years (representative hour of 07:00-08:00). Consideration should be given to the low absolute volumes of traffic on this route during this hour, which gives rise to higher percentage changes in traffic. In addition, the assessment shows that there would be a minor adverse effect during the hours of greatest environmental impact, which would be **not significant**. Notwithstanding this, mitigation is proposed for the B1125 to be delivered by SZC Co. and secured via the **Deed of Obligation**. In addition, a transport contingency fund is to be secured via the **Deed of Obligation** for the TRG to draw down from to mitigate unforeseen effects should they arise during the construction phase.

6.3.12 Link 12b is in Saxmundham and has a high sensitivity due to the presence of shops and other local facilities. However, these will not be open during the representative hour of 07:00-08:00. The assessment of the hours of greatest environmental impact shows that there would be a minor adverse effect, which would be **not significant**.

6.3.13 It is considered that there are no significant adverse effects on severance in the 2023 early years scenario.

b) Pedestrian Delay

6.3.14 The complete assessment of pedestrian delay is included in **Appendix C**.

6.3.15 **Table 6.5** summarises the road links that experience a moderate or major adverse effect on pedestrian delay during the representative hour in the 2023 early years.

6.3.16 No major or moderate adverse effects on pedestrian delay are forecast on a weekday (24-hour AAWT) in the 2023 early years.

Table 6.5: Pedestrian delay 2023 early years (representative hour)

Link Ref	Link Name	Reference Case (av/veh per hour)	Reference Case Mean Pedestrians Delay (seconds)	Reference Case + Sizewell (av veh/hr)	Mean Pedestrians Delay (seconds)	Reference Case + Sizewell Mean Pedestrians Delay Increase (seconds)	Magnitude	Sensitivity	Significance
32c	A12 (S)	2940	40.50	3179	47.14	6.64	Medium	Medium	Moderate Adverse
38b	A12 Woodbridge n/o B1079	2940	40.50	3179	47.14	6.64	Medium	Medium	Moderate Adverse

6.3.17 The assessment results show there may be a significant adverse effect on pedestrian delay on two additional links in the 2023 early years (representative hour) compared to the assessment in **ES Addendum** [AS-181]. These links are identified in **Table 6.6** below.

Table 6.6: New links where there will be a significant adverse effect on Pedestrian delay in the 2023 early years (representative hour)

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
32c	A12 (S)	Minor Adverse	Moderate Adverse
38b	A12 Woodbridge n/o B1079	Negligible	Moderate Adverse

6.3.18 The assessment shows that there would be a 6-7 seconds increase in delay for pedestrians to cross the road based on the increase in traffic on the links. This is the same increase in delay as previously forecast in **ES Addendum** [AS-181]. It is only as a result of the change in thresholds that have been agreed with SCC that the effect has changed to moderate adverse.

6.3.19 Links 32c and 38b are on the A12 at Woodbridge. It is a dualled section of the A12 with a central reserve and limited pedestrian desire lines. A signal-controlled crossing is currently provided across the A12 at these links and therefore the increase in traffic as a result of Sizewell C would not result in a delay to pedestrians crossing this link and as such it is considered that the effect would be **not significant**.

6.3.20 It is therefore considered that there are no significant adverse effects on pedestrian delay in the 2023 early years scenario.

c) Amenity

6.3.21 The complete assessment of amenity is included in **Appendix C**.

6.3.22 There are no significant effects on amenity based on the total traffic representative hour or 24 hour AAWT flows in the 2023 early years.

6.3.23 **Table 6.7** and **Table 6.8** summarises the road links that experience a moderate or major adverse effect on amenity (HDVs) during the representative hour and on weekday (24-hour AAWT) respectively in the 2023 early years.

Table 6.7: Amenity 2023 early years (representative hour) - HDVs

Link Ref	Link Name	Reference Case (total HDVs)	Reference Case + Sizewell (total HDVs)	Change (total HDVs)	% Change	Magnitude	Sensitivity	Significance
1	Sizewell Gap	4	36	32	800%	High	Medium	Major Adverse
3	Lovers Lane (LEEIE)	2	58	56	2800%	High	Medium	Major Adverse
4b	Lovers Lane	3	29	26	867%	High	Medium	Major Adverse
4c	B1122 (N)	10	37	27	270%	High	High	Major Adverse
10	B1122 through Theberton	10	37	27	270%	High	Medium	Major Adverse
13b	B1122	12	45	33	275%	High	Low	Moderate Adverse
19b	A12 (N)	2	9	7	350%	High	Medium	Major Adverse
64	B1122 north of SZC access	10	37	27	270%	High	Medium	Major Adverse
66	B1122 west of B1125	12	40	28	233%	High	Medium	Major Adverse
74	B1122 (Middleton Moor)	12	40	28	233%	High	Medium	Major Adverse
75	Lovers Lane	3	59	56	1867%	High	Medium	Major Adverse

Table 6.8: Amenity 2023 early years (24-hour AAWT) - HDVs

Link Ref	Link Name	Reference Case (total HDVs)	Reference Case + Sizewell (total HDVs)	Change (total HDVs)	% Change	Magnitude	Sensitivity	Significance
1	Sizewell Gap	10	550	540	5174%	High	Medium	Major Adverse
3	Lovers Lane (LEEIE)	9	829	820	9491%	High	Medium	Major Adverse
4b	Lovers Lane	28	628	600	2163%	High	Medium	Major Adverse
4c	B1122 (N)	89	689	600	675%	High	High	Major Adverse
10	B1122 through Theberton	89	689	600	672%	High	Medium	Major Adverse
13b	B1122	112	736	624	556%	High	Low	Moderate Adverse
19b	A12 (N)	13	114	102	812%	High	Medium	Major Adverse
64	B1122 north of SZC access	89	689	600	672%	High	Medium	Major Adverse
66	B1122 west of B1125	103	703	600	584%	High	Medium	Major Adverse
74	B1122 (Middleton Moor)	112	712	600	535%	High	Medium	Major Adverse
75	Lovers Lane	28	848	820	2956%	High	Medium	Major Adverse

6.3.24 The assessment shows that, prior to secondary mitigation, there may be a significant adverse effect on amenity (HDV) on 4 additional links in the 2023 early years (representative hour and 24-hour AAWT) compared to the previous assessment set out in **ES Addendum** [AS-181]. These links are identified in **Table 6.9** and **Table 6.10** below.

Table 6.9: New links where there may be a significant adverse effect on amenity in the 2023 early years (representative hour)- HDVs

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
3	Lovers Lane (LEEIE)	Minor adverse	Major Adverse
4b	Lovers Lane	Minor adverse	Major Adverse
19b	A12 (N)	Not Screened In	Major Adverse
75	Lovers Lane	Minor adverse	Major Adverse

Table 6.10: New links where there may be a significant adverse effect on amenity in the 2023 early years (24-hour AAWT). - HDVs

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
3	Lovers Lane (LEEIE)	Minor adverse	Major Adverse
4b	Lovers Lane	Minor adverse	Major Adverse
19b	A12 (N)	Not Screened In	Major Adverse
75	Lovers Lane	Minor adverse	Major Adverse

6.3.25 The severity of significant adverse effects on amenity (HDV) in the 2023 early years (representative hour and 24-hour AAWT) has changed on one link. This link is identified in **Table 6.11** and **Table 6.12** below.

Table 6.11: Links where the severity of significant adverse effect on amenity in the 2023 Early Years (representative hour)-HDVs has changed

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
1	Sizewell Gap	Moderate adverse	Major Adverse

Table 6.12: Links where the severity of significant adverse effect on amenity in the 2023 Early Years (24-hour AAWT)-HDVs has changed

Link	Link Description	Volume 1, Chapter 2 of the ES	Fourth ES Addendum

		Addendum [AS-181]	
1	Sizewell Gap	Moderate adverse	Major Adverse

6.3.26 Bridleway 19 is proposed to be constructed in the early years along the B1122 and Lover's Lane, with Pegasus crossings provided, which would mitigate the amenity effects on links 3, 4b and 75 on Lover's Lane and the residual effects would be **not significant**.

6.3.27 Link 19b is in Lowestoft on the A12 Tom Crisp Way and has a medium sensitivity as it forms part of a cycle route. The cycle route is off road and separated from the road by a grass verge. There are also signal controlled crossing points for pedestrians and cyclists.

6.3.28 Based on the assessment, there is a major adverse effect on amenity in the 2023 early years scenario as a result of the increase in HDVs on link 19b. This is as a result of the percentage change in HDVs, which are forecast to increase from 13 two-way HDVs per day in the 2023 Reference Case to 114 two-way HDVs in the with Sizewell C scenario (**Table 6.8**). The limitation with the SCC methodology for deriving the ES traffic flows as set out in **Appendix D** is that no validation of the Reference Case HDV flows has been undertaken. Link 19b is at the extremity of the VISUM model and will therefore be less well validated, particularly for HDVs, than in areas nearer to the site or on key corridors utilised by SZC traffic and may therefore give rise to greater percentage change in HDVs than may be experienced in reality. For example, Department for Transport traffic counts on A12 Tom Crisp Way (link 19b) shows that in 2020 there were 299 two-way HDVs per day, compared to the modelled 13 HDVs per day on the link. The total traffic recorded on the link by DfT is similar to the modelled flow and it is therefore just the proportion of HDVs that the model is forecasting to be lower than observed. Taking account of the fact that vulnerable road users are well served by off-road pedestrian and cycle routes and controlled crossings on this link as well as the potential over-estimate of magnitude of change in HDVs, it is considered that the effect on amenity would be **not significant** in this location.

6.3.29 Sizewell Gap (link 1) is assessed to experience a major adverse effect on amenity during the 2023 early years (HDVs) scenario. Sizewell Gap has a relatively wide footway along the southern side of the carriageway along the length of Sizewell Gap, which provides access to Sizewell B and the coast as well as the public rights of way network. It would be a short term impact while the Sizewell B access is proposed to be used by Sizewell C traffic ahead of the the main development site access being operational. Sizewell Gap is currently derestricted and therefore, it is proposed to reduce the speed limit on Sizewell Gap to 40mph in order to mitigate the amenity effects.

6.3.30 It is considered that the management measures secured in the **CTMP** [REP2-054], **CWTP** [REP2-055], as well as the package of transport related funds secured in the **Deed of Obligation** and the ability for the TRG to draw down from the transport

contingency fund should significant amenity issues arise, will result in the residual amenity effects in the early years being **not significant**.

d) Fear and Intimidation

6.3.31 The complete assessment of Fear and Intimidation is included in **Appendix C**.

6.3.32 None of the road links experience a moderate or major adverse effect on fear and intimidation during the representative hour or on a weekday (18-hour AAWT) in the 2023 early years.

e) Accidents and Safety

6.3.33 The complete assessment of accidents and safety is included in **Appendix C**.

6.3.34 **Table 6-13** summarises the road links that may experience a moderate or major adverse effect on accidents and safety on a weekday (24 hour AAWT) in the early years.

Table 6-13: Accidents and safety 2023 early years

Link	Link Name	Sensitivity	Magnitude	EY effect
19b	A12 Tom Crisp Way Lowestoft	Medium	Medium	Moderate Adverse
59	A12 Saxmundham bypass	Medium	Medium	Moderate Adverse
10	B1122 through Theberton	Medium	Medium	Moderate Adverse
2	King George's Avenue	Medium	Medium	Moderate Adverse
3	Lovers Lane	High	Low	Moderate Adverse

6.3.35 The results of the assessment show that, prior to secondary mitigation, there are five links where there may be a significant adverse effect on accidents and safety in the 2023 early years (24-hour AAWT).

6.3.36 The assessment on the effect on road safety is based on the Department for Transport's cost benefit analysis light touch (COBALT) methodology. There is a limitation in the road safety assessment in that it merely assumes that if additional traffic is added to roads then it will automatically result in additional collisions. The assessment is not able to take account of the extent of mitigation proposed through the proposed management measures including driver induction, Driver Rules, GPS tracking of HGVs etc. For example, whilst there has been an increase in traffic on the highway as a result of Hinkley Point C there has not been a single collision recorded on the HGV routes that involve a HPC HGV during the construction phase to date. Notwithstanding this, there is flexibility in the transport contingency fund secured via the **Deed of Obligation** and managed by the TRG to identify and mitigate road safety issues that are attributable to Sizewell C during the construction phase.

6.3.37 With regards to the A12 Saxmundham bypass (link 59), 11 of the 22 collisions on the Saxmundham bypass in SCC's collision dataset occurred at the A12/B1119 junction. SZC Co. is to deliver a safety scheme at this junction, which would act to mitigate road safety effects.

6.3.38 Early years B1122 improvements are to be delivered by SZC Co. and secured via the **Deed of Obligation**. In addition, there will be extensive management of Sizewell C traffic on the B1122 during the early years through the measures set out in the transport management plans, which will include police escort of AILs along the B1122.

6.3.39 There were only two collisions on Lovers Lane in the five-year SCC collision dataset and therefore the link sensitivity is based on a small dataset and may not be of high sensitivity in reality.

6.3.40 It is considered that the management measures secured in the **CTMP** [REP2-054], **CWTP** [REP2-055], as well as the road safety improvements secured in the **Deed of Obligation,** the Bridleway 19 and associated Pegasus crossings and the ability for the TRG to draw down from the transport contingency fund should significant road safety issues arise, will result in the residual road safety effects being **not significant**.

f) Driver Delay

6.3.41 The complete assessment of driver delay is included in **Appendix C**.

6.3.42 **Table 6-14** summarises the road links that experience a moderate or major adverse effect on driver delay in the 2023 early years.

Table 6-14: Driver Delay 2023 early years

Link Ref	Link Name	RFC					% Change in journey time from free flow conditions					Sensitivity					Delay					Magnitude of Impact					Significance of Effect				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
12a	B1121 (N)	0.475	0.654	0.844	0.992	1.014	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Low	Medium	High	1.7	11.1	12.8	1.8	207.6	Very Low	Low	Low	Very Low	High	Neg	Neg	Minor Adverse	Minor Adverse	Major Adverse
12b	B1119 (E)	0.257	0.630	0.876	0.974	1.080	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Medium	Medium	High	0.7	10.9	-5.6	18.0	160.3	Very Low	Low	Very Low	Low	High	Neg	Neg	Minor Beneficial	Minor Adverse	Major Adverse
87	A12 south of Eagle Way/Anson Rd roundabout	N/A	N/A	N/A	N/A	N/A	Very Low	Low	High	Low	Low	Very Low	Low	High	Low	Low	0.0	1.0	12.0	1.0	1.0	Very Low	Very Low	Low	Very Low	Very Low	Nil	Neg	Moderate Adverse	Neg	Neg

6.3.43 The results of the assessment show that, prior to secondary mitigation, there are three links where there may be a significant adverse effect on driver delay in the 2023 early years. The significant adverse effects are forecast to occur at the Saxmundham signalised junction of B1119/B1121 between 17:00 and 18:00 and on the A12 south of Eagle Way/Anson Rd roundabout between 08:00 and 09:00. No significant adverse effects are forecast in any other time periods.

6.3.44 The **Deed of Obligation** includes a contribution towards highway improvements on the A12 between A14 and A1152, of which link 87 forms part. In addition, the transport contingency fund secured via the **Deed of Obligation**, recognises that the signalised junction in Saxmundham may experience significant adverse effects as result of Sizewell C traffic but effects depend on where workers will live as the impact forecast at the junction is as a result of worker car traffic as the junction is not on the HGV route. The operation of the junction will be monitored and if there is a significant effect on driver delay, funding can be drawn down by the TRG to agree appropriate mitigation to be implemented.

6.3.45 It is therefore considered that the residual effects on driver delay in the early years would be **not significant**.

6.4 2028 peak construction (preferred strategy – typical day) assessment

a) Severance

6.4.1 The complete assessment of severance is included in **Appendix C**.

6.4.2 **Table 6.15** summarises the road links that experience a moderate or major adverse effect on severance during the representative hour on a typical day during peak construction (preferred strategy).

6.4.3 **Table 6.16** summarises the road links that experience a moderate or major adverse effect on severance on a typical weekday (24-hour AAWT) in peak construction (preferred strategy)

Table 6.15: Severance 2028 peak construction (preferred strategy – typical day) (representative hour)

Link Ref	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	Change in traffic flow	% Change	Magnitude	Sensitivity	Significance
4a	B1122 (S)	228	544	316	139%	High	Medium	Major Adverse
4c	B1122 (N)	515	863	348	68%	Medium	High	Major Adverse
5	B1122 Abbey Road	256	573	317	124%	High	High	Major Adverse
8	B1122 Aldeburgh	234	313	79	34%	Low	High	Moderate Adverse
10A	Theberton Bypass	0	648	648	647746%	High	Medium	Major Adverse
23A	A12 Two Village Bypass	0	1552	1552	1551977%	High	Medium	Major Adverse
57	Sizewell Link Road (east of A12)	0	121	120	120438%	High	Medium	Major Adverse
63	Theberton Bypass (west of B1125)	0	464	464	463746%	High	Medium	Major Adverse
65	Middleton Moor Link	0	351	351	350977%	High	Medium	Major Adverse

Table 6.16: Severance 2028 peak construction (preferred strategy – typical day) (24-hour AAWT)

Link Ref	Link Name	Reference Case (total traffic)	Reference Case + Sizewell (total traffic)	Change in traffic flow	% Change	Magnitude	Sensitivity	Significance
4a	B1122 (S)	3197	6484	3287	103%	High	Medium	Major Adverse
4c	B1122 (N)	5581	9323	3742	67%	Medium	High	Major Adverse
5	B1122 Abbey Road	4414	7744	3330	75%	Medium	High	Major Adverse
10A	Theberton Bypass	0	7759	7759	7759116%	High	Medium	Major Adverse
23A	A12 Two Village Bypass	0	23367	23367	23366510%	High	Medium	Major Adverse
57	Sizewell Link Road (east of A12)	0	1923	1923	1923016%	High	Medium	Major Adverse
63	Theberton Bypass (west of B1125)	0	5857	5857	5857193%	High	Medium	Major Adverse
65	Middleton Moor Link	0	4069	4069	4069006%	High	Medium	Major Adverse

6.4.4 The assessment shows that, prior to secondary mitigation, there may be a significant adverse effect on severance on 4 additional links in the 2028 peak construction (preferred strategy – typical day) (representative hour) and 2 additional links in the 2028 peak construction (preferred strategy – typical day) (24-hour AAWT) compared to the **ES Addendum** [AS-181]. These links are identified in **Table 6.17** and **Table 6.18** below.

Table 6.17: New links where there will be a significant adverse effect on severance in the 2028 Preferred Typical (representative hour)

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
4a	B1122 (S)	Not Screened In	Major Adverse
4c	B1122 (N)	Not Screened In	Major Adverse
5	B1122 Abbey Road	Not Screened In	Major Adverse
8	B1122 Aldeburgh	Not Screened In	Moderate Adverse

Table 6.18: New links where there will be a significant adverse effect on severance in the 2028 Preferred Typical (24-hour AAWT)

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
4a	B1122 (S)	Moderate Adverse	Major Adverse
4c	B1122 (N)	Moderate Adverse	Major Adverse

6.4.5 It is considered that the management measures secured in the **CTMP** [REP2-054], **CWTP** [REP2-055], as well as Bridleway 19, the package of transport related funds secured in the **Deed of Obligation** and the ability for the TRG to draw down from the transport contingency fund should significant severance issues arise, will result in the residual severance effects in the peak construction being **not significant**.

b) Pedestrian Delay

6.4.6 The complete assessment of pedestrian delay is included in **Appendix C**.

6.4.7 **Table 6.19** summarises the road links that experience a moderate or major adverse effect on pedestrian delay during the representative hour on a typical day during peak construction (preferred strategy).

6.4.8 No major or moderate adverse effect on pedestrian delay experienced on a typical weekday (24-hour AAWT) during peak construction (preferred strategy).

Table 6.19: Pedestrian Delay 2028 peak construction (preferred strategy – typical day) (representative hour)

Link Ref	Link Name	Ref Case (total vehs)	Ref Case (av/veh per hour)	Ref Case Mean Ped Delay (secs)	Change (total vehicles)	% Change (total vehs)	Change (av/veh per hr)	% (Change av veh/hr)	Ref Case (total vehs)	Ref Case + SZC (av veh/hr)	Ref Case + SZC Mean Ped Delay (secs)	Change in Mean Ped Delay (secs)	Magnitude	Sensitivity	Significance
23A	A12 Two Village Bypass	0	0	1.26	1552	1551977	1552	1551977	1552	1552	12.20	10.94	High	Medium	Major Adverse

6.4.9 The assessment shows there may be a significant adverse effect on pedestrian delay on one additional link in the 2028 peak construction (preferred strategy – typical day (representative hour). This link is identified in **Table 6.20.**

Table 6.20: New links where there will be a significant adverse effect on pedestrian delay in the 2028 Preferred Typical (representative hour)

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
23A	A12 Two Village Bypass	Not Screened In	Major Adverse

6.4.10 The assessment of the new roads, including the two village bypass, does not assess the effect just of Sizewell C and therefore the magnitude of change is based on the total traffic using the bypass including background traffic. The effect of Sizewell C traffic in isolation on pedestrian delay on the two village bypass would be much less than the assessment shows.

6.4.11 Primary mitigation for the two village bypass includes the Foxburrow Wood non-motorised user bridge. Footpaths E-243/003/0 and E-243/004/0 would be permanently diverted via the proposed bridge, which would act to mitigate the pedestrian delay effect of Sizewell C traffic on the two village bypass. It is considered that the residual effect would be **not significant**.

c) Amenity

6.4.12 The complete assessment of amenity is included in **Appendix C**.

6.4.13 **Table 6.21** and **Table 6.22** summarise the road links that experience a moderate or major adverse effect on amenity during the representative hour on a typical day during peak construction (preferred strategy).

6.4.14 **Table 6.23** and **Table 6.24** summarise the road links that experience a moderate or major adverse effect on amenity on a weekday (24-hour AAWT) during peak construction (preferred strategy).

Table 6.21: Amenity 2028 peak construction (preferred strategy – typical day) (representative hour) – total traffic

Link Ref	Link Name	Reference Case (total vehicles)	Reference Case + Sizewell (total vehicles)	Change (total vehicles)	% Change	Magnitude	Sensitivity	Significance
4a	B1122 (S)	228	544	316	139%	Medium	Medium	Moderate Adverse
5	B1122 Abbey Road	256	573	317	124%	Low	High	Moderate Adverse
10A	Theberton Bypass	0	648	648	647746%	High	Medium	Major Adverse
23A	A12 Two Village Bypass	0	1552	1552	1551977%	High	Medium	Major Adverse
57	Sizewell Link Road (east of A12)	0	121	120	120438%	High	Medium	Major Adverse
63	Theberton Bypass (west of B1125)	0	464	464	463746%	High	Medium	Major Adverse
65	Middleton Moor Link	0	351	351	350977%	High	Medium	Major Adverse

Table 6.22: Amenity 2028 peak construction (preferred strategy – typical day) (representative hour)-HDVs

Link Ref	Link Name	Reference Case (total HDVs)	Reference Case + Sizewell (total HDVs)	Change (total HDVs)	% Change	Magnitude	Sensitivity	Significance
3	Lovers Lane (LEEIE)	2	26	24	1200%	High	Medium	Major Adverse
4a	B1122 (S)	9	27	18	200%	High	Medium	Major Adverse
4b	Lovers Lane	3	16	13	433%	High	Medium	Major Adverse
4c	B1122 (N)	11	41	30	273%	High	High	Major Adverse
5	B1122 Abbey Road	12	29	17	142%	Medium	High	Major Adverse
10A	Theberton Bypass	0	72	72	71746%	High	Medium	Major Adverse
23A	A12 Two Village Bypass	0	120	120	119977%	High	Medium	Major Adverse
34b	Main Road (E)	0	4	4	3900%	High	High	Major Adverse
57	Sizewell Link Road (east of A12)	0	43	42	42438%	High	Medium	Major Adverse
63	Theberton Bypass (west of B1125)	0	73	73	72746%	High	Medium	Major Adverse
64	B1122 north of SZC access	11	72	61	553%	High	Medium	Major Adverse
65	Middleton Moor Link	0	31	31	30977%	High	Medium	Major Adverse
75	Lovers Lane	3	28	25	833%	High	Medium	Major Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	2	9	7	350%	High	Medium	Major Adverse

Table 6.23: Amenity 2028 peak construction (preferred strategy – typical day) (24-hour AAWT)

Link Ref	Link Name	Reference Case (total vehicles)	Reference Case + Sizewell (total vehicles)	Change (total vehicles)	% Change	Magnitude	Sensitivity	Significance
10A	Theberton Bypass	0	7759	7759	7759116%	High	Medium	Major Adverse
23A	A12 Two Village Bypass	0	23367	23367	23366510%	High	Medium	Major Adverse
57	Sizewell Link Road (east of A12)	0	1923	1923	1923016%	High	Medium	Major Adverse
63	Theberton Bypass (west of B1125)	0	5857	5857	5857193%	High	Medium	Major Adverse
65	Middleton Moor Link	0	4069	4069	4069006%	High	Medium	Major Adverse

Table 6.24: Amenity 2028 peak construction (preferred strategy – typical day) (24-hour AAWT)- HDVs

Link Ref	Link Name	Reference Case (total HDVs)	Reference Case + Sizewell (total HDVs)	Change (total HDVs)	% Change	Magnitude	Sensitivity	Significance
3	Lovers Lane (LEEIE)	9	177	169	1954%	High	Medium	Major Adverse
4a	B1122 (S)	92	304	212	231%	High	Medium	Major Adverse
4c	B1122 (N)	91	332	241	265%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	117	330	214	184%	High	High	Major Adverse
10A	Theberton Bypass	0	1131	1131	1130892%	High	Medium	Major Adverse
13b	B1122	112	417	305	272%	High	Low	Moderate Adverse
23A	A12 Two Village Bypass	0	1634	1634	1633925%	High	Medium	Major Adverse
34b	Main Road (E)	0	72	72	71900%	High	High	Major Adverse
57	Sizewell Link Road (east of A12)	0	741	741	741024%	High	Medium	Major Adverse
63	Theberton Bypass (west of B1125)	0	1152	1152	1151902%	High	Medium	Major Adverse
64	B1122 north of SZC access	91	1133	1042	1142%	High	Medium	Major Adverse
65	Middleton Moor Link	0	415	415	415070%	High	Medium	Major Adverse
75	Lovers Lane	28	193	165	595%	High	Medium	Major Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	22	115	93	414%	High	Medium	Major Adverse

6.4.15 The assessment shows that, prior to secondary mitigation there may be a significant adverse effect on amenity (HDV) on 2 additional links in the 2028 peak construction (preferred strategy – typical day) (representative hour) compared to the **ES Addendum** [AS-181]. These links are identified in **Table 6.25** below.

Table 6.25: New links where there may be a significant adverse effect on amenity in the 2028 preferred strategy typical 2028 Preferred Typical representative hour)-HDVs

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
3	Lovers Lane (LEEIE)	Minor Adverse	Major Adverse
75	Lovers Lane	Minor Adverse	Major Adverse

6.4.16 The assessment shows that, prior to secondary mitigation, there may be a significant adverse effect on amenity (HDV) on 6 additional links in the 2028 peak construction (preferred strategy – typical day) (24-hour AAWT) compared to the **ES Addendum** [AS-181]. These links are identified in **Table 6.26** below.

Table 6.26: New links where there may be a significant adverse effect on amenity in the 2028 preferred strategy typical day (24-hour AAWT)-HDVs

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
3	Lovers Lane (LEEIE)	Minor adverse	Major Adverse
4a	B1122 (S)	Minor adverse	Major Adverse
4c	B1122 (N)	Minor adverse	Major Adverse
13b	B1122	Minor adverse	Moderate Adverse
34b	Main Road (E)	Minor adverse	Major Adverse
75	Lovers Lane	Minor adverse	Major Adverse

6.4.17 The severity of significant adverse effects on amenity in the 2028 peak construction (preferred strategy – typical day) (representative hour and 24-hour AAWT)-HDVs have changed on one link. This link is identified in **Table 6.27** and

6.4.18 **Table** 6.28 below.

Table 6.27: Links where the severity of significant adverse effect on amenity in the 2028 preferred strategy typical day (representative hour)- HDVs has changed

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
5	B1122 Abbey Road	Moderate Adverse	Major Adverse

Table 6.28: Links where the severity of significant adverse effect on amenity in the 2028 preferred strategy typical day (24-hour AAWT)- HDVs has changed

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
5	B1122 Abbey Road	Moderate adverse	Major Adverse

6.4.19 It is considered that the management measures secured in the **CTMP** [REP2-054], **CWTP** [REP2-055] including the TRG agreeing the routing and timetable of the direct buses (link 34b), as well as the delivery of Bridleway 19, the package of transport related schemes and funds secured in the **Deed of Obligation**, including the Leiston town centre improvement scheme, B1122 corridor repurposing scheme, Leiston Walk and Cycle fund, Public Rights of Way fund, and the ability for the TRG to draw down from the transport contingency fund should significant amenity issues arise, will result in the residual amenity effects in the peak construction being **not significant**.

d) Fear and intimidation

6.4.20 The complete assessment of Fear and Intimidation is included in **Appendix C**.

6.4.21 **Table 6.29** and **Table 6.30** summarises the road links that experience a moderate or major adverse effect on fear and intimidation during the representative hour and on weekday (18-hour AAWT) respectively during peak construction (preferred strategy).

Table 6.29: Fear and Intimidation 2028 peak construction (preferred strategy – typical day) (representative hour)

Link Ref	Link Name	Reference Case (total vehicles)	Reference Case + Sizewell (total vehicles)	Change (total vehicles)	Change (av veh/hour)	% Change (total vehicles)	Magnitude	Sensitivity	Significance
23A	A12 Two Village Bypass	0	1552	1552	1552	1551977%	Medium	Medium	Moderate Adverse

Table 6.30: Fear and Intimidation 2028 peak construction (preferred strategy – typical day) (18-hour AAWT)

Link Ref	Link Name	Reference Case (total vehicles 18 hour AAWT)	Reference Case + Sizewell (total vehicles 18 Hour AAWT)	Change (total vehicles)	Change (av veh/hour)	% Change (total vehicles 18 hour AAWT)	Magnitude	Sensitivity	Significance
23A	A12 Two Village Bypass	0	22766	22766	1265	22765525%	Medium	Medium	Moderate Adverse

6.4.22 The assessment shows that there may be a significant adverse effect on fear and intimidation on one additional link in the 2028 peak construction (preferred strategy – typical day) (representative hour and 18-hour AAWT). This link is identified in **Table 6.31** and **Table 6.32** below.

Table 6.31: New links where there may be a significant adverse effect on fear and intimidation in the 2028 preferred strategy typical day (representative hour)

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
23A	A12 Two Village Bypass	Minor Adverse	Moderate Adverse

Table 6.32: New links where there may be a significant adverse effect on fear and intimidation in the 2028 preferred strategy typical day (18-hour AAWT)

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
23A	A12 Two Village Bypass	Minor Adverse	Moderate Adverse

6.4.23 The two village bypass has not been designed to cater for pedestrian and cycle movements along the road. Instead pedestrians and cyclists will benefit from the significant reduction in traffic on the former A12 through Stratford St Andrew and Farnham as a result of the two village bypass. Therefore, there is not expected to be pedestrians or cyclists travelling along the two village bypass and the assessed fear and intimidation significant effect is therefore considered to be **not significant**.

e) Driver Delay

6.4.24 As noted in Table 3.2, stand-alone and micro-simulation junction modelling data from different traffic flow scenarios have been used to assess the effect on driver delay the 2028 peak construction scenario (not just traffic flow data for the 2028 preferred strategy (typical day) scenario). However, for simplicity, the full 2028 peak construction assessment results are presented in this subsection.

6.4.25 The complete assessment of driver delay is included in **Appendix C**.

6.4.26 **Table 6-33** summarises the road links that experience a moderate or major adverse effect on accidents and safety on a weekday in the peak construction.

Table 6-33: Driver Delay 2028 peak construction

Link Ref	Link Name	RFC					% Change in journey time from free flow conditions					Sensitivity					Delay					Magnitude of Impact					Significance of Effect				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
6	B1119 Saxmundham Road	0.312	0.538	0.800	0.847	0.710	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Low	Low	Low	0.4	8.3	18.2	85.3	4.6	Very Low	Very Low	Low	High	Very Low	Negligible	Negligible	Minor Adverse	Moderate Adverse	Negligible
12a	B1121 (N)	0.487	0.659	0.866	1.024	1.018	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Medium	High	High	-0.4	9.6	4.7	65.4	104.0	Very Low	Very Low	Very Low	High	High	Negligible	Negligible	Minor Adverse	Major Adverse	Major Adverse
12b	B1119 (E)	0.280	0.798	0.933	1.045	1.083	N/A	N/A	N/A	N/A	N/A	Very Low	Low	Medium	High	High	-0.4	-2.1	-3.4	56.9	93.1	Very Low	Very Low	Very Low	Medium	High	Negligible	Negligible	Minor Beneficial	Major Adverse	Major Adverse
51	B1078 (through Gibraltar)	0.150	0.480	0.870	0.790	0.820	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Medium	Low	Low	1.2	3.5	42.5	10.9	10.8	Very Low	Very Low	Medium	Low	Low	Negligible	Negligible	Moderate Adverse	Minor Adverse	Minor Adverse
76	B1069 (north of Aldringham Lane)	0.315	0.514	0.827	0.831	0.704	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Low	Low	Low	6.7	6.8	-0.3	146.2	-4.4	Very Low	Very Low	Very Low	High	Very Low	Negligible	Negligible	Negligible	Moderate Adverse	Negligible

6.4.27 The results of the assessment show that there are four links where, prior to secondary mitigation, there may be a significant adverse effect on driver delay in the 2028 peak construction scenario. The significant adverse effects are assessed to occur on:

- B1078 (through Gibraltar) (link 51) between 08:00 and 09:00;
- B1119 Saxmundham Road (link 6), B1122 north (link 12a), B1119 east (link 12b), B1069 north of Aldringham Lane (link 76) between 15:00 and 16:00; and
- B1119 Saxmundham Road (link 6) and B1122 north (link 12a) between 17:00 and 18:00.

6.4.28 It is considered that the package of transport related schemes and funds secured in the **Deed of Obligation**, including the Leiston town centre improvement scheme and the B1078 road safety scheme, as well as the ability for the TRG to draw down from the transport contingency fund should significant driver delay issues arise, will result in the residual driver delay effects in the peak construction being **not significant**.

6.5 2028 peak construction (preferred strategy – busiest day) assessment

a) Severance

6.5.1 The complete assessment of severance is included in **Appendix C**.

6.5.2 **Table 6.34** summarises the road links that experience a moderate or major adverse effect on severance during the representative hour on a busiest day during peak construction (preferred strategy).

6.5.3 **Table 6.33** summarises the road links that experience a moderate or major adverse effect on severance on the busiest weekday (24-hour AAWT) in the peak construction (preferred strategy).

Table 6.34: Severance 2028 peak construction (preferred strategy – busiest day) (representative hour)

Link Ref	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	Change in traffic flow	% Change	Magnitude	Sensitivity	Significance
4a	B1122 (S)	228	544	316	139%	High	Medium	Major Adverse
4c	B1122 (N)	515	863	348	68%	Medium	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	317	124%	High	High	Major Adverse
8	B1122 Aldeburgh	234	313	79	34%	Low	High	Moderate Adverse
10A	Theberton Bypass	0	652	652	651600%	High	Medium	Major Adverse
23A	A12 Two Village Bypass	0	1561	1561	1560500%	High	Medium	Major Adverse
57	Sizewell Link Road (east of A12)	0	130	130	129700%	High	Medium	Major Adverse
63	Theberton Bypass (west of B1125)	0	476	476	476300%	High	Medium	Major Adverse
65	Middleton Moor Link	0	354	354	353500%	High	Medium	Major Adverse

Table 6.335: Severance 2028 peak construction (preferred strategy – busiest day) (24-hour AAWT)

Link Ref	Link Name	Reference Case (total traffic)	Reference Case + Sizewell (total traffic)	Change in traffic flow	% Change	Magnitude	Sensitivity	Significance
4a	B1122 (S)	3197	6490	3293	103%	High	Medium	Major Adverse
4c	B1122 (N)	5581	9307	3727	67%	Medium	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	4414	7744	3330	75%	Medium	High	Major Adverse
10A	Theberton Bypass	0	7927	7926	7926454%	High	Medium	Major Adverse
23A	A12 Two Village Bypass	0	23416	23416	23415691%	High	Medium	Major Adverse
57	Sizewell Link Road (east of A12)	0	2071	2070	2070481%	High	Medium	Major Adverse
63	Theberton Bypass (west of B1125)	0	6036	6036	6036183%	High	Medium	Major Adverse
65	Middleton Moor Link	0	4103	4102	4102476%	High	Medium	Major Adverse

6.5.4 The assessment shows that, prior to secondary mitigation, there may be an increase in significance from moderate to major adverse on link 4c as well as a new significant adverse effect on severance on link 8 in the 2028 peak construction (preferred strategy – busiest day (representative hour). These links are identified in **Table 6.34** below.

Table 6.34: Links where there may be a significant adverse effect on severance in the 2028 Preferred Busiest (representative hour)

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
4c	B1122 (N)	Moderate Adverse	Major Adverse
8	B1122 Aldeburgh	Not Screened In	Moderate Adverse

6.5.5 The assessment shows that there may be an increase in significance effect on severance from moderate to major adverse on 3 links in the 2028 peak construction (preferred strategy – busiest day (24-hour AAWT). These links are identified in **Table 6.37** below.

Table 6.37: Links where there may be a change in significant adverse effect on severance in the 2028 Preferred Busiest (24-hour AAWT)

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
4a	B1122 (S)	Moderate Adverse	Major Adverse
4c	B1122 (N)	Moderate Adverse	Major Adverse
5	B1122 Abbey Road	Moderate Adverse	Major Adverse

6.5.6 It is considered that the package of transport related schemes and funds secured in the **Deed of Obligation**, including, Bridleway 19, the Leiston town centre improvement scheme, the Leiston walk and cycle fund and the public right of way fund as well as the ability for the TRG to draw down from the transport contingency fund should significant severance issues arise, will result in the residual severance effects in the peak construction being **not significant**.

b) Pedestrian Delay

6.5.7 The complete assessment of pedestrian delay is included in **Appendix C**.

6.5.8 **Table 6.35** summarises the road links that experience a moderate or major adverse effect on pedestrian delay during the representative hour on a busiest day during peak construction (preferred strategy).

Table 6.35: Pedestrian delay 2028 peak construction (preferred strategy – busiest day) (representative hour)

Link Ref	Link Name	Reference Case (total vehicles)	Reference Case (av/veh per hour)	Reference Case Mean Pedestrians Delay (seconds)	Change (total 61ehicle)	% Change (total vehicles)	Change (av/veh per hour)	% (Change av veh/hr)	Reference Case (total vehicles)	Reference Case + Sizewell (av veh/hr)	Reference Case + Sizewell Mean Pedestrians Delay (seconds)	Change in Mean Pedestrians Delay (seconds)	Magnitude	Sensitivity	Significance
23A	A12 Two Village Bypass	0	0	1.26	1561	1560500	1561	1560500	1561	1561	12.32	11.06	High	Medium	Major Adverse

6.5.9 The assessment shows that there may be a significant adverse effect on pedestrian delay on one additional link in the 2028 peak construction (preferred strategy – busiest day (representative hour). This link is identified in **Table 6.39** below.

Table 6.39: New links where there may be a significant adverse effect on pedestrian delay in the 2028 Preferred Busiest (representative hour)

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
23A	A12 Two Village Bypass	Not Screened In	Major Adverse

6.5.10 The assessment of the new roads, including the two village bypass, does not assess the effect just of Sizewell C and therefore the magnitude of change is based on the total traffic using the bypass including background traffic. The effect of Sizewell C traffic in isolation on pedestrian delay on the two village bypass would be much less than the assessment shows.

6.5.11 As set out earlier, primary mitigation for the two village bypass includes the Foxburrow Wood non-motorised user bridge. Footpaths E-243/003/0 and E-243/004/0 would be permanently diverted via the proposed bridge, which would act to mitigate the pedestrian delay effect of Sizewell C traffic on the two village bypass. It is considered that the residual effect would be **not significant**.

c. Amenity

6.5.12 The complete assessment of amenity is included in **Appendix C**.

6.5.13 **Table 6.36** and **Table 6.41** summarises the road links that experience a moderate or major adverse effect on amenity during the representative hour on a busiest day during peak construction (preferred strategy).

6.5.14 **Table 6.37** and **Table 6.38** summarises the road links that experience a moderate or major adverse effect on amenity on any busiest weekday (24-hour AAWT) during peak construction (preferred strategy).

Table 6.36: Amenity 2028 peak construction (preferred strategy – busiest day) (representative hour) – total traffic

Link Ref	Link Name	Reference Case (total vehicles)	Reference Case + Sizewell (total vehicles)	Change (total vehicles)	% Change	Magnitude	Sensitivity	Significance
4a	B1122 (S)	228	544	316	139%	Medium	Medium	Moderate Adverse
5	B1122 Abbey Road	256	573	317	124%	Low	High	Moderate Adverse
10A	Theberton Bypass	0	652	652	651600%	High	Medium	Major Adverse
23A	A12 Two Village Bypass	0	1561	1561	1560500%	High	Medium	Major Adverse
57	Sizewell Link Road (east of A12)	0	130	130	129700%	High	Medium	Major Adverse
63	Theberton Bypass (west of B1125)	0	476	476	476300%	High	Medium	Major Adverse
65	Middleton Moor Link	0	354	354	353500%	High	Medium	Major Adverse

Table 6.41: Amenity 2028 peak construction (preferred strategy – busiest day) (representative hour)- HDVs

Link Ref	Link Name	Reference Case (total HDVs)	Reference Case + Sizewell (total HDVs)	Change (total HDVs)	% Change	Magnitude	Sensitivity	Significance
3	Lovers Lane (LEEIE)	2	26	24	1200%	High	Medium	Major Adverse
4a	B1122 (S)	9	27	18	200%	High	Medium	Major Adverse
4b	Lovers Lane	3	16	13	433%	High	Medium	Major Adverse
4c	B1122 (N)	11	41	30	273%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	12	29	17	142%	Medium	High	Major Adverse
10A	Theberton Bypass	0	84	84	83600%	High	Medium	Major Adverse
13b	B1122	12	33	21	174%	High	Low	Moderate Adverse
23A	A12 Two Village Bypass	0	131	131	130500%	High	Medium	Major Adverse
34b	Main Road €	0	4	4	3900%	High	High	Major Adverse
57	Sizewell Link Road (east of A12)	0	52	52	51700%	High	Medium	Major Adverse
63	Theberton Bypass (west of B1125)	0	85	85	85300%	High	Medium	Major Adverse
64	B1122 north of SZC access	11	82	71	648%	High	Medium	Major Adverse
65	Middleton Moor Link	0	34	34	33500%	High	Medium	Major Adverse
75	Lovers Lane	3	28	25	833%	High	Medium	Major Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	2	9	7	350%	High	Medium	Major Adverse

Table 6.37: Amenity 2028 peak construction (preferred strategy – busiest day) (24-hour AAWT)

Link Ref	Link Name	Reference Case (total vehicles)	Reference Case + Sizewell (total vehicles)	Change (total vehicles)	% Change	Magnitude	Sensitivity	Significance
10A	Theberton Bypass	0	7927	7926	7926454%	High	Medium	Major Adverse
23A	A12 Two Village Bypass	0	23416	23416	23415691%	High	Medium	Major Adverse
57	Sizewell Link Road (east of A12)	0	2071	2070	2070481%	High	Medium	Major Adverse
63	Theberton Bypass (west of B1125)	0	6036	6036	6036183%	High	Medium	Major Adverse
65	Middleton Moor Link	0	4103	4102	4102476%	High	Medium	Major Adverse

Table 6.38: Amenity 2028 peak construction (preferred strategy – busiest day) (24-hour AAWT)- HDVs

Link Ref	Link Name	Reference Case (total HDVs)	Reference Case + Sizewell (total HDVs)	Change (total HDVs)	% Change	Magnitude	Sensitivity	Significance
3	Lovers Lane (LEEIE)	9	177	169	1954%	High	Medium	Major Adverse
4a	B1122 (S)	92	304	212	231%	High	Medium	Major Adverse
4c	B1122 (N)	91	332	241	265%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	117	330	214	184%	High	High	Major Adverse
10A	Theberton Bypass	0	1331	1331	1330892%	High	Medium	Major Adverse
13b	B1122	112	447	334	298%	High	Low	Moderate Adverse
23A	A12 Two Village Bypass	0	1804	1804	1804310%	High	Medium	Major Adverse
34b	Main Ro€(E)	0	72	72	71900%	High	High	Major Adverse
57	Sizewell Link Road (east of A12)	0	912	911	911409%	High	Medium	Major Adverse
63	Theberton Bypass (west of B1125)	0	1352	1352	1351902%	High	Medium	Major Adverse
64	B1122 north of SZC access	91	1333	1242	1361%	High	Medium	Major Adverse
65	Middleton Moor Link	0	445	445	444685%	High	Medium	Major Adverse
75	Lovers Lane	28	193	165	595%	High	Medium	Major Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	22	115	93	414%	High	Medium	Major Adverse

6.5.15 The assessment shows that, prior to secondary mitigation, there may be a significant adverse effect on amenity (HDV) on the following additional links in the 2028 peak construction (preferred strategy – busiest day) (representative hour) identified in **Table 6.44** below.

Table 6.44: New links where there may be an increase or new significant adverse effect on amenity in the 2028 Preferred Busiest (representative hour)-HDVs

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
3	Lovers Lane (LEEIE)	Minor Adverse	Major Adverse
4a	B1122 (S)	Moderate Adverse	Major Adverse
4b	Lovers Lane	Not scoped in	Major Adverse
5	B1122 Abbey Road	Moderate Adverse	Major Adverse
34b	Main Road (E)	Negligible	Major Adverse
75	Lovers Lane	Minor Adverse	Major Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	Minor Adverse	Major Adverse

6.5.16 The assessment shows there may be a significant adverse effect on amenity (HDV) on the following additional links in the 2028 peak construction (preferred strategy – busiest day) (24-hour AAWT)-HDVs. These links are identified in **Table** 6.4539 below.

Table 6.4539: New links where there may be a significant adverse effect on amenity in the 2028 Preferred Busiest (24-hour AAWT)-HDVs

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
3	Lovers Lane (LEEIE)	Minor Adverse	Major Adverse
4a	B1122 (S)	Minor Adverse	Major Adverse
4c	B1122 (N)	Minor Adverse	Major Adverse
5	B1122 Abbey Road	Moderate Adverse	Major Adverse
13b	B1122	Minor Adverse	Moderate Adverse
34b	Main Road (E)	Minor Adverse	Major Adverse
75	Lovers Lane	Minor adverse	Major Adverse

6.5.17 It is considered that the management measures secured in the **CTMP** [REP2-054], **CWTP** [REP2-055] including the TRG agreeing the routing and timetable of the direct buses (link 34b), as well as the delivery of Bridleway 19, the package of

transport related schemes and funds secured in the **Deed of Obligation**, including the Leiston town centre improvement scheme, B1122 corridor repurposing scheme, Leiston Walk and Cycle fund, Public Rights of Way fund, and the ability for the TRG to draw down from the transport contingency fund should significant amenity issues arise, will result in the residual amenity effects in the peak construction being **not significant**.

c) Fear and Intimidation

6.5.18 The complete assessment of Fear and Intimidation is included in **Appendix C**.

6.5.19 **Table 6.464046** summarises the road links that experience a moderate or major adverse effect on fear and intimidation during the representative hour on a busiest day during peak construction (preferred strategy).

6.5.20 **Table 6.474147** summarises the road links that experience a moderate or major adverse effect on fear and intimidation on a busiest weekday (18-hour AAWT) during peak construction (preferred strategy).

Table 6.4640: Fear and Intimation 2028 peak construction (preferred strategy – busiest day) (representative hour)

Link Ref	Link Name	Reference Case (total vehicles)	Reference Case + Sizewell (total vehicles)	Change (total vehicles)	Change (av veh/hour)	% Change (total vehicles)	Magnitude	Sensitivity	Significance
23A	A12 Two Village Bypass	0	1561	1561	1561	1560500%	Medium	Medium	Moderate Adverse

Table 6.4741: Fear and Intimation 2028 peak construction (preferred strategy – busiest day) (18-hour AAWT)

Link Ref	Link Name	Reference Case (total vehicles 18 hour AAWT)	Reference Case + Sizewell (total vehicles 18 Hour AAWT)	Change (total vehicles)	Change (av veh/hour)	% Change (total vehicles 18 hour AAWT)	Magnitude	Sensitivity	Significance
23A	A12 Two Village Bypass	0	22818	22818	1268	22817608%	Medium	Medium	Moderate Adverse

6.5.21 The assessment shows that there may be a significant adverse effect on fear and intimidation on one additional link in the 2028 peak construction (preferred strategy –busiest day) (representative hour). This link is identified in **Table** 6.48426.48 below.

Table 6.4842 New link where there may be a significant adverse effect on fear and intimidation in the 2028 Preferred Busiest (representative hour)

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
23A	A12 Two Village Bypass	Minor Adverse	Moderate Adverse

6.5.22 The assessment shows that there may be a significant adverse effect on fear and intimidation on one additional link in the 2028 peak construction (preferred strategy – busiest day) (24-hour AAWT). This link is identified in **Table** 6.4943**6.49** below.

Table 6.4943: New link where there may be a significant adverse effect on fear and intimidation in the 2028 Preferred Busiest (18-hour AAWT)

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
23A	A12 Two Village Bypass	Minor Adverse	Moderate Adverse

6.5.23 The two village bypass has not been designed to cater for pedestrian and cycle movements along the road. Instead pedestrians and cyclists will benefit from the significant reduction in traffic on the former A12 through Stratford St Andrew and Farnham as a result of the two village bypass. Therefore, there is not expected to be pedestrians or cyclists travelling along the two village bypass and the assessed fear and intimidation significant effect is therefore considered to be **not significant**.

d) Accidents and Safety

6.5.24 The complete assessment of accidents and safety is included in **Appendix C**.

6.5.25 **Table** 6.50-44**6.50** summarises the road links that experience a moderate or major adverse effect on accidents and safety on a weekday (24-hour AAWT) in the 2028 preferred strategy (busiest day).

Table 6.50-44: Accidents and safety 2028 preferred strategy (busiest day)

Link	Link Description	Sensitivity	Magnitude	Significance
59	A12 Saxmundham bypass	Medium	Medium	Moderate Adverse

83	A145 west of A12	High	Low	Moderate Adverse

6.5.26 The results of the assessment show that there are two links where there may be a significant adverse effect on accidents and safety in the 2028 preferred strategy (busiest day) (24-hour AAWT), which are considered below.

6.5.27 With regards to the A12 Saxmundham bypass (link 59), 11 of the 22 collisions on the Saxmundham bypass in SCC's collision dataset occurred at the A12/B1119 junction. SZC Co. is to deliver a safety scheme at this junction, which would act to mitigate road safety effects.

6.5.28 With regards to the A145 west of A12, the assessment shows that SZC Co. would result in a low magnitude of change in collisions but that the link has a high sensitivity to road safety.

6.5.29 It is considered that the management measures secured in the **CTMP** [REP2-054], **CWTP** [REP2-055], as well as the road safety improvements secured in the **Deed of Obligation** and the ability for the TRG to draw down from the transport contingency fund should significant road safety issues arise, will result in the residual road safety effects being **not significant**.

e) Driver delay

6.5.30 There is only a single assessment for driver delay as it combines a number of different models to provide a single assessment. The junction modelling for example is based on the integrated freight strategy busiest day (i.e. 1,000 two-way HGVs) with EA1N/EA2. Therefore, it provides a worst case assessment for all scenarios and is not repeated.

6.6 2034 operational assessment

a) Severance

6.6.1 The complete assessment of severance is included in **Appendix C**.

6.6.2 **Table** 6.5145**6.51** summarises the road links that experience a moderate or major adverse effect on severance during the representative hour in the operational phase.

6.6.3 **Table** 6.5246**6.52** summarises the road links that experience a moderate or major adverse effect on severance on a weekday (24-hour AAWT) in the operational phase.

Table 6.5145: Severance 2034 operational phase (representative hour)

Link Ref	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	Change in traffic flow	% Change	Magnitude	Sensitivity	Significance
4a	B1122 (S)	342	802	460	135%	High	Medium	Major Adverse
4c	B1122 (N)	537	1048	511	95%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	468	902	434	93%	High	High	Major Adverse
7	B1069 Coldfair Green	566	743	177	31%	Low	High	Moderate Adverse
10A	Theberton Bypass	0	694	694	693900%	High	Medium	Major Adverse
11	B1125 through Westleton	252	336	84	33%	Low	High	Moderate Adverse
23A	A12 Two Village Bypass	0	2099	2099	2098900%	High	Medium	Major Adverse
57	Sizewell Link Road (east of A12)	0	118	118	117900%	High	Medium	Major Adverse
63	Theberton Bypass (west of B1125)	0	439	439	438900%	High	Medium	Major Adverse
65	Middleton Moor Link	0	333	333	332900%	High	Medium	Major Adverse

Table 6.5246: Severance 2034 operational phase (24-hour AAWT)

Link Ref	Link Name	Reference Case (total traffic)	Reference Case + Sizewell (total traffic)	Change in traffic flow	% Change	Magnitude	Sensitivity	Significance
10A	Theberton Bypass	0	6369	6368	6368476%	High	Medium	Major Adverse
23A	A12 Two Village Bypass	0	23583	23583	23583342%	High	Medium	Major Adverse
57	Sizewell Link Road (east of A12)	0	1092	1092	1092030%	High	Medium	Major Adverse
63	Theberton Bypass (west of B1125)	0	4561	4561	4561264%	High	Medium	Major Adverse
65	Middleton Moor Link	0	3599	3599	3598616%	High	Medium	Major Adverse

6.6.4 The assessment shows that, prior to secondary mitigation, there may be a significant adverse effect on severance on some additional links in the 2034 operational phase (representative hour). These links are identified in **Table 6.47** below.

Table 6.47: New links where there may be a significant adverse effect on severance in the 2034 operational (representative hour)

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
4a	B1122 (S)	Not Screened In	Major Adverse
4c	B1122 (N)	Not Screened In	Major Adverse
5	B1122 Abbey Road	Not Screened In	Major Adverse
7	B1069 Coldfair Green	Not Screened In	Moderate Adverse
11	B1125 through Westleton	Not Screened In	Moderate Adverse

6.6.5 It is considered that the management measures secured in the **CTMP** [REP2-054], **CWTP** [REP2-055] including the TRG agreeing the routing and timetable of the direct buses, as well as the delivery of Bridleway 19, the package of transport related schemes and funds secured in the **Deed of Obligation**, including the Leiston town centre improvement scheme, B1122 corridor repurposing scheme, Leiston Walk and Cycle fund, Public Rights of Way fund, B1125 Westleton improvement scheme will result in the residual severance effects in the operational phase being **not significant**.

b) Pedestrian Delay

6.6.6 The complete assessment of pedestrian delay is included in **Appendix C**.

6.6.7 **Table 6.48** summarises the road links that experience a moderate or major adverse effect on pedestrian delay during the representative hour in the operational phase.

Table 6.48: Pedestrian delay 2034 operational phase (representative hour)

Link Ref	Link Name	Reference Case (total vehicles)	Reference Case (av/veh per hour)	Reference Case Mean Pedestrians Delay (seconds)	Change (total vehicles)	% Change (total vehicles)	Change (av/veh per hour)	% (Change av veh/hr)	Reference Case (total vehicles)	Reference Case + Sizewell (av veh/hr)	Reference Case + Sizewell Mean Pedestrians Delay (seconds)	Change in Mean Pedestrians Delay (seconds)	Magnitude	Sensitivity	Significance
23A	A12 Two Village Bypass	0	0	1.26	2099	2098900	2099	2098900	2099	2099	21.26	20.00	High	Medium	Major Adverse

6.6.8 The assessment shows that there may be a significant adverse effect on pedestrian delay on one additional link in the 2034 operational phase (representative hour). This link is identified in **Table 6.49** below.

Table 6.49: New links where there may be a significant adverse effect on pedestrian delay in the 2034 operational (representative hour)

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
23A	A12 Two Village Bypass	Not Screened In	Major Adverse

6.6.9 The assessment of the new roads, including the two village bypass, does not assess the effect just of Sizewell C and therefore the magnitude of change is based on the total traffic using the bypass including background traffic. The effect of Sizewell C traffic in isolation on pedestrian delay on the two village bypass would be much less than the assessment shows.

6.6.10 Primary mitigation for the two village bypass (link 23a) includes the Foxburrow Wood non-motorised user bridge. Footpaths E-243/003/0 and E-243/004/0 would be permanently diverted via the proposed bridge, which would act to mitigate the pedestrian delay effect of Sizewell C traffic on the two village bypass. It is considered that the residual effect would be **not significant.**

c) Amenity

6.6.11 The complete assessment of amenity is included in **Appendix C**.

6.6.12 **Table 6.50** and **Table 6.51** summarises the road links that experience a moderate or major adverse effect on amenity during the representative hour in the operational phase.

6.6.13 **Table 6.52** and **Table 6.539** summarises the road links that experience a moderate or major adverse effect on amenity on a weekday (24-hour AAWT) during the operational phase.

Table 6.50: Amenity 2034 operational phase (representative hour)

Link Ref	Link Name	Reference Case (total vehicles)	Reference Case + Sizewell (total vehicles)	Change (total vehicles)	% Change	Magnitude	Sensitivity	Significance
4a	B1122 (S)	342	802	460	135%	Medium	Medium	Moderate Adverse
10A	Theberton Bypass	0	694	694	693900%	High	Medium	Major Adverse
23A	A12 Two Village Bypass	0	2099	2099	2098900%	High	Medium	Major Adverse
57	Sizewell Link Road (east of A12)	0	118	118	117900%	High	Medium	Major Adverse
63	Theberton Bypass (west of B1125)	0	439	439	438900%	High	Medium	Major Adverse
65	Middleton Moor Link	0	333	333	332900%	High	Medium	Major Adverse

Table 6.51: Amenity 2034 operational phase (representative hour)- HDVs

Link Ref	Link Name	Reference Case (total HDVs)	Reference Case + Sizewell (total HDVs)	Change (total HDVs)	% Change	Magnitude	Sensitivity	Significance
10A	Theberton Bypass	0	8	8	7900%	High	Medium	Major Adverse
23A	A12 Two Village Bypass	0	67	67	66900%	High	Medium	Major Adverse
57	Sizewell Link Road (east of A12)	0	2	2	1900%	High	Medium	Major Adverse
63	Theberton Bypass (west of B1125)	0	11	11	10900%	High	Medium	Major Adverse
65	Middleton Moor Link	0	9	9	8900%	High	Medium	Major Adverse

Table 6.52: Amenity 2034 operational phase (24-hour AAWT)

Link Ref	Link Name	Reference Case (total vehicles)	Reference Case + Sizewell (total vehicles)	Change (total vehicles)	% Change	Magnitude	Sensitivity	Significance
10A	Theberton Bypass	0	6369	6368	6368476%	High	Medium	Major Adverse
23A	A12 Two Village Bypass	0	23583	23583	23583342%	High	Medium	Major Adverse
57	Sizewell Link Road (east of A12)	0	1092	1092	1092030%	High	Medium	Major Adverse
63	Theberton Bypass (west of B1125)	0	4561	4561	4561264%	High	Medium	Major Adverse
65	Middleton Moor Link	0	3599	3599	3598616%	High	Medium	Major Adverse

Table 6.53: Amenity 2034 operational phase (24-hour AAWT)-HDVs

Link Ref	Link Name	Reference Case (total HDVs)	Reference Case + Sizewell (total HDVs)	Change (total HDVs)	% Change	Magnitude	Sensitivity	Significance
10A	Theberton Bypass	0	132	132	132093%	High	Medium	Major Adverse
23A	A12 Two Village Bypass	0	957	957	957125%	High	Medium	Major Adverse
57	Sizewell Link Road (east of A12)	0	35	35	34950%	High	Medium	Major Adverse
63	Theberton Bypass (west of B1125)	0	146	145	145463%	High	Medium	Major Adverse
65	Middleton Moor Link	0	111	111	110886%	High	Medium	Major Adverse

6.6.14 The assessment shows that, prior to secondary mitigation, there may be a significant adverse effect on amenity on one additional link in the 2034 operational (representative hour). These links are identified in **Table 6.54** below.

Table 6.54: New links where there may be a significant adverse effect on amenity in the 2034 operational (representative hour)

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
4a	B1122 (S)	Not Screened In	Moderate Adverse

6.6.15 The assessment shows that, prior to secondary mitigation, there may be a significant adverse effect on amenity (HDV) on five additional links in the 2034 operational (representative hour). These links are identified in **Table 6.55** below.

Table 6.55: New links where there will be a significant adverse effect on amenity in the 2034 operational (representative hour)-HDVs

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
10A	Theberton Bypass	Minor Adverse	Major Adverse
23A	A12 Two Village Bypass	Moderate Adverse	Major Adverse
57	Sizewell Link Road (east of A12)	Minor Adverse	Major Adverse
63	Theberton Bypass (west of B1125)	Minor Adverse	Major Adverse
65	Middleton Moor Link	Minor Adverse	Major Adverse

6.6.16 The assessment shows that there may be an increase in effect from moderate to major adverse on amenity (HDV) on one additional link in the 2034 operational (24-hour AAWT)-HDVs. These links are identified in **Table 6.56** below.

Table 6.56: New links where there will be a significant adverse effect on amenity in the 2034 operational (24-hour AAWT)-HDVs

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
10A	Theberton Bypass	Moderate Adverse	Major Adverse

6.6.17 The assessment of the new roads (i.e. two village bypass and Sizewell link road), does not assess the effect just of Sizewell C and therefore the magnitude of change is based on the total traffic using the bypass including background traffic. The effect of Sizewell C traffic in isolation on amenity on the new roads would be

much less than the assessment shows. In addition, the new road are not designed to cater for pedestrians and cyclists and the strategy is for the former A12 and B1122 to be repurposed to provide a route for active travel.

6.6.18 It is considered that the delivery of Bridleway 19, the package of transport related schemes and funds secured in the **Deed of Obligation**, including the B1122 corridor repurposing scheme, Leiston Walk and Cycle fund and Public Rights of Way fund will result in the residual amenity effects in the operational phase being **not significant**.

d) Fear and Intimidation

6.6.19 The complete assessment of Fear and Intimidation is included in **Appendix C**.

6.6.20 **Table 6.57** summarises the road links that experience a moderate or major adverse effect on fear and intimidation during the representative hour in the operational phase.

6.6.21 **Table 6.58** summarises the road links that experience a moderate or major adverse effect on fear and intimidation on a weekday (24-hour AAWT) during the operational phase.

Table 6.57: Fear and Intimidation 2034 operational phase (representative hour)

Link Ref	Link Name	Reference Case (total vehicles)	Reference Case + Sizewell (total vehicles)	Change (total vehicles)	Change (av veh/hour)	% Change (total vehicles)	Magnitude	Sensitivity	Significance
23A	A12 Two Village Bypass	0	2099	2099	2099	2098900%	High	Medium	Major Adverse

Table 6.58: Fear and Intimidation 2034 operational phase (18-hour AAWT)

Link Ref	Link Name	Reference Case (total vehicles 18 hour AAWT)	Reference Case + Sizewell (total vehicles 18 Hour AAWT)	Change (total vehicles)	Change (av veh/hour)	% Change (total vehicles 18 hour AAWT)	Magnitude	Sensitivity	Significance
23A	A12 Two Village Bypass	0	23045	23045	1280	23044624%	Medium	Medium	Moderate Adverse

6.6.22 The assessment shows that there may be a significant adverse effect on fear and intimidation on one additional link in the 2034 operational (representative hour). This link is identified in **Table 6.59** below.

Table 6.59: New link where there may be a significant adverse effect on fear and intimidation in the 2034 operational (representative hour)

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
23A	A12 Two Village Bypass	Minor Adverse	Major Adverse

6.6.23 The assessment shows that there may be a significant adverse effect on fear and intimidation on one additional link in the 2034 operational (24-hour AAWT). This link is identified in **Table 6.60** below.

Table 6.60: New link where there may be a significant adverse effect on fear and intimidation in the 2034 operational (24-hour AAWT)

Link	Link Description	Volume 1, Chapter 2 of the ES Addendum [AS-181]	Fourth ES Addendum
23A	A12 Two Village Bypass	Minor Adverse	Moderate Adverse

6.6.24 The two village bypass has not been designed to cater for pedestrian and cycle movements along the road. Instead pedestrians and cyclists will benefit from the significant reduction in traffic on the former A12 through Stratford St Andrew and Farnham as a result of the two village bypass. Therefore, there is not expected to be pedestrians or cyclists travelling along the two village bypass and the assessed fear and intimidation significant effect is therefore considered to be **not significant**.

e) Accidents and Safety

6.6.25 The complete assessment of accidents and safety is included in **Appendix C**.

6.6.26 The results of the assessment show that there are no links where there will be a significant adverse effect on accidents and safety in the 2034 operational (24-hour AAWT).

f) Driver Delay

6.6.27 The complete assessment of driver delay is included in **Appendix C**.

6.6.28 No significant adverse effects on driver delay are forecast in the 2034 operational year.

g) Hazardous Loads

6.6.29 There are no changes to the assessment of hazardous loads as set out in **Volume 2, Chapter 10** of the **Environmental Statement** (ES) [APP-198]. The assessment is summarised below for ease of reference.

6.6.30 The full details for the expected hazardous substances and related quantities to be stored on site during the operational phase are not yet known but preliminary information has been compiled and estimates that there will be circa 11 hazardous deliveries per month to the Sizewell C main development site during the operational phase.

6.6.31 All hazardous loads will comply with existing and anticipated legal and regulatory duties. They will follow best practice guidance, and undergo thorough checks. They will also be subject to a system of risk assessment, monitoring and route planning.

6.6.32 Regulation is currently via the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). ADR sets out the requirements for the classification, packaging, labelling and certification of dangerous goods. It also includes specific vehicle and tank requirements and other operational requirements. The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009 (as amended) apply ADR in Great Britain.

6.6.33 Risk analysis has been undertaken for the hazardous loads anticipated to be required and assumes that:

- The anticipated number of hazardous deliveries per annum are circa 48.
- A collision rate of 82 killed or seriously injured (KSI) per billion vehicle kilometres has been obtained from Department for Transport statistics (Ref 10.20).
- The operational design life of the Sizewell C Project is assumed to be 60 years.

6.6.34 Given the assumptions set out above, the risk of a KSI collision occurring is 0.06 over the 60 year operational period. This means that 1 person would be killed or seriously injured over a 1,000 year period.

6.6.35 To summarise, there is a negligible risk of a killed, seriously injured hazardous load collision over the 60 year operational period.

6.7 Mitigation and monitoring

6.7.43 Primary mitigation measures, which have already been 'embeded' within the design of the proposed development are summarised earlier within this chapter as well as tertiary mitigation.

6.7.44 The assessment within this Addendum, has identified potential significant adverse effects as a result of the Sizewell C traffic, prior to secondary mitigation. A comprehensive package of secondary mitigation has been agreed with SCC and is set out in **Section 5** and is to be secured through the **Deed of Obligation** (Doc Ref 8.17 (F)). The secondary mitigation has been designed to mitigate the identified potential adverse significant transport effects. It includes a contingency transport fund, which the Transport Review Group can draw down from to mitigate any unmitigated significant transport effects should they arise during the construction phase. Based on the package of primary, secondary and tertiary transport mitigation there are not considered to be any residual significant transport effects of the Sizewell C Project.

7 SUMMARY OF EFFECTS AND MITIGATION

7.7.1 The transport effects of the Sizewell C project are summarised in **Table 7.1**, **Table 7.2**, **Table 7.3** and **Table 7.4** below. The tables also list any mitigation secured through the **Deed of Obligation** (Doc Ref 8.17 (F)) to mitigate the transport effects of the development.

Table 7.1: 2023 Early Years Summary Table

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
2023 Early Years						
Amenity	24 Hour AAWT	Sizewell Gap (1)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		King George's Avenue (2)				
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 10, 64, 66, 74)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7)				
		Snape Road (9b)				
		B1125 (11, 17b, 41, 42)				
		B1121 (12a, 12c)				
		A12 (13c, 13e, 16, 19b, 21b, 21c, 21e, 22c, 23, 24, 25, 26, 27, 32c, 34c, 38b, 78, 84)				
		A1120 (13d, 44, 90)				
		A1094 (22b)				
		B1078 (28b)				
		A144 (53a)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A145 (83)				
		B1122 (13b)		Negligible (not significant)	n/a	Negligible (not significant)
		A12 (22a, 32a, 33, 58, 59, 70, 85, 86, 87, 88)				
		B1078 (29)				
	Representative Hour	Sizewell Gap (1)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		King George's Avenue (2)				
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 10, 64, 66, 74)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7)				
		Snape Road (9b)				
		B1125 (11, 17b, 41, 42)				
		B1121 (12a, 12c)				
		A12 (13c, 13e, 16, 21b, 21c, 21e, 22c, 23, 24, 25, 26, 27, 32c, 34c, 38b, 78, 84)				
		A1120 (13d, 44, 90)				
		A1094 (22b)				
		B1078 (28b)				
		A144 (53a)				
		Main Site Access (67)				
		Darsham P&R (68)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Wickham Market P&R (69)				
		A145 (83)				
		B1122 (13b)		Negligible (not significant)	n/a	Negligible (not significant)
		A12 (22a, 32a, 33, 58, 59, 70, 85, 86, 87, 88)				
		B1078 (29)				
		A12 (19b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
	Hour of Greatest Environmental Sensitivity (15:00 to 16:00)	B1122 (4c)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
Amenity (HDV)	24 Hour AAWT	Sizewell Gap (1)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Financial contribution towards mitigation of pedestrian impacts on local roads around the main site. Contingent Fund secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		Lovers Lane (4b, 75)				
		B1122 (4c, 10, 64, 66, 74)		Major Adverse (significant)	B1122 Early Years mitigation and B1122 Corridor Repurposing, secured via the DoO.	Minor Adverse (not significant)
		A12 (19b)		Major Adverse (significant)	No additional mitigation required. Professional judgement applied.	Minor Adverse (not significant)

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1122 (13b)		Moderate Adverse (significant)	Financial contribution towards B1122 Early Years mitigation and B1122 Corridor Repurposing, secured via the DoO.	Minor Adverse (not significant)
		A12 (13c, 13e, 16, 21b, 21c, 21e, 22c, 23, 24, 25, 26, 27, 32c, 34c, 38b, 78, 84)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		A1094 (22b)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		A145 (83)				
		A12 (22a, 32a, 33, 58, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1078 (29)				
		King George's Avenue (2)		Nil (not significant)	n/a	Nil (not significant)
		B1122 (4a, 5, 8)				
		B1119 (6, 12b)				
		B1069 (7)				
		Snape Road (9b)				
		B1125 (11, 17b, 41, 42)				
		B1121 (12a, 12c)				
		A1120 (13d, 44, 90)				
		B1078 (28b)				
		A144 (53a)				
		Main Site Access (67)				
	Representative Hour	Sizewell Gap (1)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Lovers Lane (LEEIE) (3)		Major Adverse (significant)	Financial contribution towards mitigation of pedestrian impacts on local roads around the main site. Contingent Fund secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (4b, 75)				
		B1122 (4c, 10, 64, 66, 74)		Major Adverse (significant)	Financial contribution towards B1122 Early Years mitigation and B1122 Corridor Repurposing, secured via the DoO.	Minor Adverse (not significant)
		A12 (19b)		Major Adverse (significant)	No additional mitigation required. Professional judgement applied.	Minor Adverse (not significant)
		B1122 (13b)		Moderate Adverse (significant)	Financial contribution towards B1122 Early Years mitigation and B1122 Corridor Repurposing, secured via the DoO.	Minor Adverse (not significant)
		A12 (13c, 13e, 16, 21b, 21c, 21e, 22c, 23, 24, 25, 26, 27, 32c, 34c, 38b, 78, 84)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		A1094 (22b)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		A145 (83)				
		A12 (22a, 32a, 33, 58, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		King George's Avenue (2)		Nil (not significant)	n/a	Nil (not significant)
		B1122 (4a, 5, 8)				
		B1119 (6, 12b)				
		B1069 (7)				
		Snape Road (9b)				
		B1125 (11, 17b, 41, 42)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1121 (12a, 12c)				
		A1120 (13d, 44, 90)				
		B1078 (28b, 29)				
		A144 (53a)				
		Main Site Access (67)				
	Hour of Greatest Environmental Sensitivity (08:00 to 09:00)	B1122 (4c)		Major Adverse (significant)	Financial contribution towards B1122 Early Years mitigation and B1122 Corridor Repurposing, secured via the DoO.	Minor Adverse (not significant)
	Hour of Greatest Environmental Sensitivity (15:00 to 16:00)	B1122 (4c)		Major Adverse (significant)	Financial contribution towards B1122 Early Years mitigation and B1122 Corridor Repurposing, secured via the DoO.	Minor Adverse (not significant)
Pedestrian Delay	24 Hour AAWT	Sizewell Gap (1)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		King George's Avenue (2)				
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 10, 64, 66, 74)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Snape Road (9b)				
		B1125 (11, 17b, 41, 42)				
		B1121 (12a, 12c)				
		A12 (13c, 13e, 16, 19b, 21b, 21c, 21e, 22c, 23, 24, 25, 26, 27, 32c, 34c, 38b, 78, 84)				
		A1120 (13d, 44, 90)				
		A1094 (22b)				
		B1078 (28b)				
		A144 (53a)				
		A145 (83)				
		B1122 (13b)		Negligible (not significant)	n/a	Negligible (not significant)
		A12 (22a, 32a, 33, 58, 59, 70, 85, 86, 87, 88)				
		B1078 (29)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
	Representative Hour	A12 (32c, 38b)		Moderate Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		Sizewell Gap (1)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		King George's Avenue (2)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 10, 64, 66, 74)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7)				
		Snape Road (9b)				
		B1125 (11, 17b, 41, 42)				
		B1121 (12a, 12c)				
		A12 (13c, 13e, 16, 21b, 21c, 21e, 22c, 23, 24, 25, 26, 27, 33, 34c, 78, 84)				
		A1120 (13d, 44, 90)				
		A1094 (22b)				
		B1078 (28b)				
		A144 (53a)				
		A145 (83)				
		B1122 (13b)		Negligible (not significant)	n/a	Negligible (not significant)
		A12 (22a, 32a, 58, 59, 70, 85, 86, 87, 88)				
		B1078 (29)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (19b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
Severance	24 Hour AAWT	B1122 (4c)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Moderate Adverse (significant)	Financial contribution towards B1122 Early Years mitigation and B1122 Corridor Repurposing, secured via the DoO.	Minor Adverse (not significant)
		Sizewell Gap (1)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		King George's Avenue (2)				
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 5, 8, 10, 64, 66, 74)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7)				
		Snape Road (9b)				
		B1125 (11, 17b, 41, 42)				
		B1121 (12a, 12c)				
		A12 (13c, 13e, 16, 19b, 21b, 21c, 21e, 22c, 23, 24, 25, 26, 27, 32c, 34c, 38b, 78, 84)				
		A1120 (13d, 44, 90)				
		A1094 (22b)				
		B1078 (28b)				
		A144 (53a)				
		Main Site Access (67)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		A145 (83)				
		B1122 (13b)		Negligible (not significant)	n/a	Negligible (not significant)
		A12 (22a, 32a, 33, 58, 59, 70, 85, 86, 87, 88)				
		B1078 (29)				
	Representative Hour	B1125 (11)		Major Adverse (significant)	Financial contribution towards environmental and safety mitigation on the B1125 through Westleton, secured via the DoO.	Minor Adverse (not significant)
		King George's Avenue (2)		Moderate Adverse (significant)	Financial contribution towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		Lovers Lane (75)				
		B1122 (4c, 5)		Moderate Adverse (significant)	Financial contribution towards B1122 Early Years mitigation and B1122 Corridor Repurposing, secured via the DoO.	Minor Adverse (not significant)
		B1119 (6, 12b)		Moderate Adverse (significant)	Financial contribution via Contingent Fund for B1121/B1119 junction and Saxmundham town centre, and to mitigate other impacts which may arise on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A1120 (13d, 90)		Moderate Adverse (significant)	Financial contribution towards pedestrian crossinig of A12 in Yoxford, and further Contingent Funds towards addressing road safety and community impact on the A1120 corridor. Funds secured via the DoO.	Minor Adverse (not significant)
		B1125 (17b, 41, 42)		Moderate Adverse (significant)	A12 signage strategy to discourage Sizewell C traffic from using the B1125. Financial contribution towards environmental and safety mitigation on the B1125 through Westleton. Funds secured via the DoO.	Minor Adverse (not significant)
		Sizewell Gap (1)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4a, 8, 10, 13b, 64, 66, 74)				
		Lovers Lane (4b)				
		B1069 (7)				
		Snape Road (9b)				
		B1121 (12a, 12c)				
		A12 (13c, 13e, 16, 21b, 21c, 21e, 22c, 23, 24, 25, 26, 27, 32c, 34c, 38b, 70, 78, 84)				
		A1094 (22b)				
		B1078 (28b)				
		A1120 (44)				
		A144 (53a)				
		Main Site Access (67)				
		Darsham P&R (68)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Wickham Market P&R (69)				
		A145 (83)				
		A12 (22a, 32a, 33, 58, 59, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1078 (29)				
		A12 (19b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
	Hour of Greatest Environmental Sensitivity (08:00 to 09:00)	B1122 (4c)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1125 (11)				
	Hour of Greatest Environmental Sensitivity (15:00 to 16:00)	B1122 (4c)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1125 (11)				
Fear and Intimidation	18 Hour AAWT	Sizewell Gap (1)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		King George's Avenue (2)				
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 10, 64, 66, 74)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7)				
		Snape Road (9b)				
		B1125 (11, 17b, 41, 42)				
		B1121 (12a, 12c)				
		A12 (13c, 13e, 16, 19b, 21b, 21c, 21e, 22c, 23, 24, 25,				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		26, 27, 32c, 34c, 38b, 78, 84)				
		A1120 (13d, 44, 90)				
		A1094 (22b)				
		B1078 (28b)				
		A144 (53a)				
		A145 (83)				
		B1122 (13b)				
		A12 (22a, 32a, 33, 58, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1078 (29)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
	Representative Hour	Sizewell Gap (1)				
		King George's Avenue (2)				
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 10, 64, 66, 74)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7)				
		Snape Road (9b)				
		B1125 (11, 17b, 41, 42)				
		B1121 (12a, 12c)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (13c, 13e, 16, 21b, 21c, 21e, 22c, 23, 24, 25, 26, 27, 32c, 34c, 38b, 78, 84)				
		A1120 (13d, 44, 90)				
		A1094 (22b)				
		B1078 (28b)				
		A144 (53a)				
		A145 (83)				
		B1122 (13b)				
		A12 (22a, 32a, 33, 58, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1078 (29)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		A12 (19b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
Fear and Intimidation (HDV)	18 Hour AAWT	Sizewell Gap (1)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		Lovers Lane (4b, 75)				
		B1122 (4c, 10, 64, 66, 74)				
		A12 (13c, 13e, 16, 19b, 21b, 21c, 21e, 22c, 23, 24, 25, 26, 27, 32c, 34c, 38b, 78, 84)				
		A1094 (22b)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A145 (83)				
		B1122 (13b)		Negligible (not significant)	n/a	Negligible (not significant)
		A12 (22a, 32a, 33, 58, 59, 70, 85, 86, 87, 88)				
		B1078 (29)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		King George's Avenue (2)		Nil (not significant)	n/a	Nil (not significant)
		B1122 (4a, 5, 8)				
		B1119 (6, 12b)				
		B1069 (7)				
		Snape Road (9b)				
		B1125 (11, 17b, 41, 42)				
		B1121 (12a, 12c)				
		A1120 (13d, 44, 90)				
		B1078 (28b)				
		A144 (53a)				
		Main Site Access (67)				
Driver Delay	06:00 to 07:00	A1120 (13d)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4a, 4c, 5, 13b, 64)		Negligible (not significant)	n/a	Negligible (not significant)
		Lovers Lane (4b)				
		B1119 (6, 12b)				
		Snape Road (9b)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A1094 (9c, 22b, 39a)				
		B1121 (12a, 12c)				
		A12 (13c, 21b, 21c, 22a, 22c, 26, 32a, 32c, 33, 34a, 38b, 78, 85, 86, 88)				
		B1125 (17b, 41)				
		B1069 (39b)				
		A144 (53a)				
		Main Site Access (67)				
		A145 (83)				
		Sizewell Gap (1)		Nil (not significant)	n/a	Nil (not significant)
		King George's Avenue (2)				
		Lovers Lane (LEEIE) (3)				
		B1069 (7)				
		B1122 (8, 10, 66, 74)				
		A1094 (9a)				
		B1125 (11, 42)				
		A12 (13e, 16, 17a, 17c, 19b, 19d, 21e, 23, 24, 25, 27, 34c, 53b, 58, 59, 70, 84, 87)				
		B1078 (28b, 29)				
		A1120 (44, 90)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		Lovers Lane (75)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
	07:00 to 08:00	B1122 (13b)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		A1120 (13d)				
		B1069 (39b)				
		A144 (53a)				
		B1122 (4a, 4c, 5, 64)		Negligible (not significant)	n/a	Negligible (not significant)
		Lovers Lane (4b)				
		B1119 (6, 12b)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		B1121 (12a, 12c)				
		A12 (13c, 13e, 21b, 21c, 22a, 22c, 26, 32a, 32c, 33, 34a, 34c, 38b, 78, 85, 86, 87, 88)				
		B1125 (17b, 41)				
		Main Site Access (67)				
		Darsham P&R (68)				
		A145 (83)				
		Sizewell Gap (1)		Nil (not significant)	n/a	Nil (not significant)
		King George's Avenue (2)				
		Lovers Lane (LEEIE) (3)				
		B1069 (7)				
		B1122 (8, 10, 66, 74)				
		B1125 (11, 42)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (16, 17a, 17c, 19b, 19d, 21e, 23, 24, 25, 27, 53b, 58, 59, 70, 84)				
		B1078 (28b, 29)				
		A1120 (44, 90)				
		Wickham Market P&R (69)				
		Lovers Lane (75)				
	08:00 to 09:00	A12 (87)		Moderate Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		B1121 (12a)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		A1120 (13d)				
		A12 (32a)				
		A144 (53a)				
		Darsham P&R (68)				
		B1122 (4a, 4c, 5, 13b, 64)		Negligible (not significant)	n/a	Negligible (not significant)
		Lovers Lane (4b)				
		B1119 (6)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		B1121 (12c)				
		A12 (13c, 13e, 17c, 21b, 21c, 22a, 22c, 32c, 33, 34a, 34c, 38b, 78, 85, 86, 88)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1125 (17b, 41)				
		B1069 (39b)				
		Main Site Access (67)				
		A145 (83)				
		B1119 (12b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		Sizewell Gap (1)		Nil (not significant)	n/a	Nil (not significant)
		King George's Avenue (2)				
		Lovers Lane (LEEIE) (3)				
		B1069 (7)				
		B1122 (8, 10, 66, 74)				
		B1125 (11, 42)				
		A12 (16, 17a, 19b, 19d, 21e, 23, 24, 25, 26, 27, 53b, 58, 59, 70, 84)				
		B1078 (28b, 29)				
		A1120 (44, 90)				
		Wickham Market P&R (69)				
		Lovers Lane (75)				
	15:00 to 16:00	B1121 (12a)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1119 (12b)				
		B1122 (13b)				
		A1120 (13d)				
		B1122 (4a, 4c, 5, 64)			n/a	

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Lovers Lane (4b)		Negligible (not significant)		Negligible (not significant)
		A1094 (9a, 22b)				
		Snape Road (9b)				
		B1121 (12c)				
		A12 (13c, 13e, 17c, 21b, 21c, 22a, 22c, 26, 32a, 33, 34a, 34c, 78, 85, 86, 87, 88)				
		B1125 (17b, 41)				
		B1069 (39b)				
		A144 (53a)				
		Main Site Access (67)				
		Darsham P&R (68)				
		A145 (83)				
		B1119 (6)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		Sizewell Gap (1)		Nil (not significant)	n/a	Nil (not significant)
		King George's Avenue (2)				
		Lovers Lane (LEEIE) (3)				
		B1069 (7)				
		B1122 (8, 10, 66, 74)				
		A1094 (9c, 39a)				
		B1125 (11, 42)				
		A12 (16, 17a, 19b, 19d, 21e, 23, 24, 25, 27, 32c, 38b, 53b, 58, 59, 70, 84)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1078 (28b, 29)				
		A1120 (44, 90)				
		Wickham Market P&R (69)				
		Lovers Lane (75)				
	17:00 to 18:00	B1121 (12a)				
		B1119 (12b)		Major Adverse (significant)	Financial contribution via Contingent Fund for B1121/B1119 junction and Saxmundham town centre, and to mitigate other impacts which may arise on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)
		B1122 (13b)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		A1120 (13d)				
		B1069 (39b)				
		Darsham P&R (68)				
		B1122 (4a, 4c, 5, 64)		Negligible (not significant)	n/a	Negligible (not significant)
		Lovers Lane (4b)				
		B1119 (6)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		B1121 (12c)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (13c, 13e, 17c, 21b, 22a, 22c, 26, 32a, 33, 34a, 34c, 78, 85, 86, 87, 88)				
		B1125 (17b, 41)				
		B1078 (29)				
		A144 (53a)				
		Main Site Access (67)				
		A145 (83)				
		Sizewell Gap (1)		Nil (not significant)	n/a	Nil (not significant)
		King George's Avenue (2)				
		Lovers Lane (LEEIE) (3)				
		B1069 (7)				
		B1122 (8, 10, 66, 74)				
		B1125 (11, 42)				
		A12 (16, 17a, 19b, 19d, 21c, 21e, 23, 24, 25, 27, 32c, 38b, 53b, 58, 59, 70, 84)				
		B1078 (28b)				
		A1120 (44, 90)				
		Wickham Market P&R (69)				
		Lovers Lane (75)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
Accidents and Safety	24 Hour AAWT	King George's Avenue (2)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Moderate Adverse (significant)	Financial contribution towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane ("Big Field") (3)		Moderate Adverse (significant)	Financial contribution towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (4b, 75)				
		B1122 (10)		Moderate Adverse (significant)	Financial contribution towards B1122 Early Years mitigation and B1122 Corridor Repurposing. Funds secured via the DoO.	Minor Adverse (not significant)
		A12 (19b, 19d, 59, 78)		Moderate Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC.	Minor Adverse (not significant)
		A1094 (9a, 22b, 39a)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Snape Road (9b)				
		B1125 (11, 17b, 41, 42)				
		B1122 (13b, 66, 74)				
		A144 (15, 53a)				
		A12 (16, 32c, 33, 34a, 34c, 87, 88)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A1095 (20)				
		B1119 (21a, 46, 47, 48)				
		B1438 (28c, 82)				
		B1069 (31)				
		A14 (35, 36)				
		B1078 (81)				
		A145 (83)				
		Sizewell Gap (1)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (4a, 4c, 5, 8, 64, 77)				
		B1119 (6, 12b, 21d)				
		B1069 (7, 39b, 76)				
		A1094 (9c, 39c)				
		B1121 (12a, 12c, 79)				
		A12 (13a, 13c, 13e, 14, 17a, 17c, 21b, 21c, 21e, 22a, 22c, 23, 24, 25, 26, 27, 32a, 38b, 53b, 53c, 58, 84, 85, 86)				
		A1120 (13d, 43, 44, 45, 89, 90)				
		A145 (18)				
		A1117 (19a)				
		A1145 (19e)				
		B1078 (28a, 28b, 49, 51, 52, 72, 73)				
		B1116 (30, 71)				
		A1152 (32b, 80, 91)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A1214 (34d)				
		A14 (37)				
		B1079 (38a, 38c, 50, 62)				
		A140 (55, 56)				

Table 7.2: 2028 Preferred Strategy (Typical Day) Summary Table

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
2028 Preferred Strategy (Typical Day)						
Amenity	24 Hour AAWT	Theberton Bypass (10A)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		A12 (23A)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Lovers Lane (LEEIE) (3)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4a, 4c, 5, 8, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		Snape Road (9b)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 21b, 21c, 21e, 25, 26, 27, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				
		Main Road (E) (34b)				
		A144 (53a)				
		Main Site Access (67)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		B1122 (10, 66, 74)		Major Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Major Beneficial (significant)
		A12 (22c, 23, 24)				
	Representative Hour	Theberton Bypass (10A)		Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		A12 (23A)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		B1122 (4a, 5)		Moderate Adverse (significant)	Financial contribution towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)			n/a	

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Lovers Lane (4b, 75)		Minor Adverse (not significant)		Minor Adverse (not significant)
		B1122 (4c, 8, 64)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		Snape Road (9b)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 21b, 21c, 21e, 25, 26, 27, 70, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c)				
		A144 (53a)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		Main Road (E) (34b)		Minor Beneficial (not significant)	n/a	Minor Beneficial
		B1438 (82)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
						(not significant)
		B1122 (10, 66, 74)		Major Beneficial (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Major Beneficial (significant)
		A12 (22c, 23, 24)				
Amenity HDV	24 Hour AAWT	Lovers Lane (LEEIE) (3)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Financial contribution towards mitigation of pedestrian impacts on local roads around the main site. Contingent Fund secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (75)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		B1122 (4a, 4c, 5, 64)				
		Main Road (E) (34b)		Major Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		Sizewell Link Road (east of A12) (57)		Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		Theberton Bypass (west of B1125) (63)				
		Theberton Bypass (10A)				
		A12 (23A)				
		Middleton Moor Link (65)				
		B1122 (13b)		Moderate Adverse (significant)	Financial contribution towards B1122 Early Years mitigation and B1122 Corridor Repurposing, secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (4b)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1119 (6, 12b)				
		B1069 (7, 76)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 21b, 21c, 21e, 25, 26, 27, 78, 84)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1078 (73)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1078 (29)				
		B1078 (28b, 51)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		A144 (53a)				
		B1438 (82)				
		B1122 (10, 66, 74)		Moderate Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	n/a
		A12 (22c, 23, 24)				
		B1438 (28c)		Major Beneficial (significant)	Financial contribution towards public realm, road safety and cycling and walking improvements in Wickham Market. Funds secured via the DoO.	Major Beneficial (significant)
		B1122 (8)		Nil (not significant)	n/a	Nil (not significant)
		Snape Road (9b)				
		B1125 (11, 41)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1078 (52)				
	Representative Hour	Lovers Lane (LEEIE) (3)		Major Adverse (significant)	Financial contribution towards mitigation of pedestrian impacts on local roads around the main site. Contingent Fund secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (4b, 75)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		B1122 (4a, 4c, 5, 64)				
		Main Road (E) (34b)		Major Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		Sizewell Link Road (east of A12) (57)		Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		Theberton Bypass (west of B1125) (63)				
		Theberton Bypass (10A)				
		A12 (23A)				
		Middleton Moor Link (65)				
		B1119 (6, 12b)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1121 (12a)				
		B1122 (13b)				
		A12 (16, 21b, 21c, 21e, 25, 26, 27, 78, 84)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1078 (73)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1069 (76)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1078 (29)				
		B1078 (28b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		B1438 (82)				
		B1122 (10, 66, 74)		Moderate Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Moderate Beneficial (significant)
		A12 (22c, 23, 24)				
		B1438 (28c)		Major Beneficial (significant)	Financial contribution towards public realm, road safety and cycling and walking improvements in Wickham Market. Funds secured via the DoO.	Major Beneficial (significant)
		B1069 (7)		Nil (not significant)	n/a	Nil (not significant)
		B1122 (8)				
		Snape Road (9b)				
		B1125 (11, 41)				
		A1120 (13d, 90)				
		B1078 (51, 52)				
		A144 (53a)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
	Hour of Greatest Environmental Sensitivity (08:00 to 09:00)	Main Road (E) (34b)		Major Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		B1122 (4c, 5)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
	Hour of Greatest Environmental Sensitivity (15:00 to 16:00)	Main Road (E) (34b)		Major Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		B1122 (4c, 5)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
Pedestrian Delay	24 Hour AAWT	Lovers Lane (LEEIE) (3)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4a, 4c, 5, 8, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		Snape Road (9b)				
		Theberton Bypass (10A)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (16, 21b, 21c, 21e, 23A, 25, 26, 27, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				
		Main Road (E) (34b)				
		A144 (53a)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1122 (10, 66, 74)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		A12 (22c, 23, 24)				
	Representative Hour	A12 (23A)		Major Adverse (significant)	Adverse impacts due to Two village bypass embedded mitigation. No additional mitigation proposed.	Minor Adverse (not significant)

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Lovers Lane (LEEIE) (3)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4a, 4c, 5, 8, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		Snape Road (9b)				
		Theberton Bypass (10A)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 21b, 21c, 21e, 25, 26, 27, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c)				
		A144 (53a)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1078 (29)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1122 (10, 66, 74)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		A12 (22c, 23, 24)				
		Main Road (E) (34b)				
		B1438 (82)				
Severance	24 Hour AAWT	B1122 (4a, 4c, 5)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		Theberton Bypass (10A)				
		A12 (23A)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Lovers Lane (LEEIE) (3)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		B1122 (8, 64)				
		Snape Road (9b)				
		B1125 (11, 41)				
		B1121 (12a)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A1120 (13d, 90)				
		A12 (16, 21b, 21c, 21e, 25, 26, 27, 70, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				
		Main Road (E) (34b)				
		A144 (53a)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		B1122 (10, 66, 74)		Major Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Major Beneficial (significant)
		A12 (22c, 23, 24)				
	Representative Hour	B1122 (4a, 4c, 5)		Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		Theberton Bypass (10A)				
		A12 (23A)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Middleton Moor Link (65)				
		B1122 (8)		Moderate Adverse (significant)	Financial contribution towards mitigation of pedestrian impacts on local roads around the main site. Contingent Fund secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		Snape Road (9b)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 21b, 21c, 21e, 25, 26, 27, 70, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c)				
		A144 (53a)				
		B1122 (64)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (13a, 22a, 32a, 59, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		Main Road (E) (34b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		B1438 (82)				
		B1122 (10, 66, 74)		Major Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Major Beneficial (significant)
		A12 (22c, 23, 24)				
	Hour of Greatest Environmental Sensitivity (08:00 to 09:00)	B1122 (4c, 5)		Major Adverse (significant)	Financial contribution towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)
	Hour of Greatest Environmental Sensitivity (15:00 to 16:00)	B1122 (4c, 5)		Major Adverse (significant)		
Fear and Intimidation	18 Hour AAWT	A12 (23A)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Moderate Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)			n/a	

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1122 (4a, 4c, 5, 8, 64)		Minor Adverse (not significant)		Minor Adverse (not significant)
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		Snape Road (9b)				
		Theberton Bypass (10A)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 21b, 21c, 21e, 25, 26, 27, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				
		Main Road (E) (34b)				
		A144 (53a)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1078 (29)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1122 (10, 66, 74)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		A12 (22c, 23, 24)		Moderate Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Moderate Beneficial (significant)
	Representative Hour	A12 (23A)		Moderate Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4a, 4c, 5, 8, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		Snape Road (9b)				
		Theberton Bypass (10A)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 21b, 21c, 21e, 25, 26, 27, 78, 84)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1078 (28b, 51, 52, 73)				
		B1438 (28c)				
		A144 (53a)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1122 (10, 66, 74)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		Main Road (E) (34b)				
		B1438 (82)				
		A12 (22c, 23, 24)		Moderate Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Moderate Beneficial (significant)
Fear and Intimidation (HDV)	18 Hour AAWT	Lovers Lane (LEEIE) (3)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and	Minor Adverse (not significant)	n/a	Minor Adverse
		B1122 (4a, 4c, 5, 64)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Lovers Lane (4b, 75)	updated by the Fourth ES Addendum.			(not significant)
		B1119 (6, 12b)				
		B1069 (7, 76)				
		Theberton Bypass (10A)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 21b, 21c, 21e, 23A, 25, 26, 27, 78, 84)				
		Main Road (E) (34b)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		B1078 (73)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1122 (10, 66, 74)			n/a	

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (22c, 23, 24)		Minor Beneficial (not significant)		Minor Beneficial (not significant)
		B1078 (28b, 51)				
		B1438 (28c, 82)				
		A144 (53a)				
		B1122 (8)		Nil (not significant)	n/a	Nil (not significant)
		Snape Road (9b)				
		B1125 (11, 41)				
		B1078 (52)				
Driver Delay	06:00 to 07:00	A1120 (13d)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Darsham P&R (68)				
		B1122 (4a, 4c, 5, 13b, 64)		Negligible (not significant)	n/a	Negligible (not significant)
		Lovers Lane (4b)				
		B1119 (6, 12b)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		B1121 (12a)				
		A12 (13a, 21b, 21c, 22a, 22c, 23A, 24, 26, 32a, 32c, 33, 34a, 34c, 38b, 59, 70, 78, 85, 86, 88)				
		B1069 (39b, 76)				
		B1125 (41)				
		B1078 (51, 52, 73)				
		A144 (53a)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Sizewell Link Road (east of A12) (57)				
		Main Site Access (67)				
		A145 (83)				
		Sizewell Gap (1)		Nil (not significant)	n/a	Nil (not significant)
		Lovers Lane (LEEIE) (3)				
		B1069 (7)				
		B1122 (8, 10, 66, 74)				
		Theberton Bypass (10A)				
		B1125 (11)				
		A12 (16, 17a, 17c, 19b, 21e, 23, 25, 27, 53b, 84, 87)				
		B1078 (28b, 29)				
		B1438 (28c, 82)				
		Main Road (E) (34b)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Wickham Market P&R (69)				
		Lovers Lane (75)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A1120 (90)				
	07:00 to 08:00	A1120 (13d)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		A144 (53a)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1122 (4a, 4c, 5, 13b, 64)		Negligible (not significant)	n/a	Negligible (not significant)
		Lovers Lane (4b)				
		B1119 (6, 12b)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		B1121 (12a)				
		A12 (13a, 21b, 21c, 22a, 22c, 23A, 24, 26, 32a, 32c, 33, 34a, 34c, 38b, 59, 70, 78, 85, 86, 87, 88)				
		B1078 (29, 51, 52, 73)				
		B1069 (39b, 76)				
		B1125 (41)				
		Sizewell Link Road (east of A12) (57)				
		Main Site Access (67)				
		Darsham P&R (68)				
		A145 (83)				
		Sizewell Gap (1)		Nil (not significant)	n/a	Nil (not significant)
		Lovers Lane (LEEIE) (3)				
		B1069 (7)				
		B1122 (8, 10, 66, 74)				
		Theberton Bypass (10A)				
		B1125 (11)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (16, 17a, 17c, 19b, 21e, 23, 25, 27, 53b, 84)				
		B1078 (28b)				
		B1438 (28c, 82)				
		Main Road (E) (34b)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Wickham Market P&R (69)				
		Lovers Lane (75)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A1120 (90)				
	08:00 to 09:00	B1078 (51)		Moderate Adverse (significant)	Financial contribution towards Road Safety improvements on the B1078, as well as Contingent Fund for impact on communities along the B1078. Funds secured via the DoO.	Minor Adverse (not significant)
		B1119 (6)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1121 (12a)				
		A1120 (13d)				
		A12 (32a, 87)				
		B1122 (4a, 4c, 5, 13b, 64)			n/a	

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Lovers Lane (4b)		Negligible (not significant)		Negligible (not significant)
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		A12 (13a, 21b, 21c, 22a, 23A, 24, 32c, 33, 34a, 34c, 38b, 59, 70, 78, 85, 86, 88)				
		B1078 (29, 73)				
		Main Road (E) (34b)				
		B1069 (39b, 76)				
		B1125 (41)				
		Sizewell Link Road (east of A12) (57)				
		Main Site Access (67)				
		A145 (83)				
		B1119 (12b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		B1078 (52)				
		A144 (53a)				
		Darsham P&R (68)				
		Sizewell Gap (1)		Nil (not significant)	n/a	Nil (not significant)
		Lovers Lane (LEEIE) (3)				
		B1069 (7)				
		B1122 (8, 10, 66, 74)				
		Theberton Bypass (10A)				
		B1125 (11)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (16, 17a, 17c, 19b, 21e, 22c, 23, 25, 26, 27, 53b, 84)				
		B1078 (28b)				
		B1438 (28c, 82)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Wickham Market P&R (69)				
		Lovers Lane (75)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A1120 (90)				
	15:00 to 16:00	B1121 (12a)				
		B1119 (12b)		Major Adverse (significant)	Financial contribution via Contingent Fund for B1121/B1119 junction and Saxmundham town centre, and to mitigate other impacts which may arise on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)
		B1119 (6)				
		B1069 (76)		Moderate Adverse (significant)	Financial contribution towards mitigation on local roads around the main site, and contribution towards Leiston town centre improvement scheme. Funds secured via the DoO.	Minor Adverse (not significant)

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A1120 (13d)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1069 (39b)				
		B1078 (51)				
		B1122 (4a, 4c, 5, 64)		Negligible (not significant)	n/a	Negligible (not significant)
		Lovers Lane (4b)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		A12 (13a, 17c, 21b, 21c, 22a, 22c, 23A, 24, 26, 32a, 32c, 33, 34a, 34c, 38b, 59, 70, 78, 85, 86, 87, 88)				
		B1078 (29, 52, 73)				
		Main Road (E) (34b)				
		B1125 (41)				
		A144 (53a)				
		Sizewell Link Road (east of A12) (57)				
		Main Site Access (67)				
		A145 (83)				
		B1122 (13b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		Darsham P&R (68)				
		Sizewell Gap (1)		Nil (not significant)	n/a	Nil (not significant)
		Lovers Lane (LEEIE) (3)				
		B1069 (7)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1122 (8, 10, 66, 74)				
		Theberton Bypass (10A)				
		B1125 (11)				
		A12 (16, 17a, 19b, 21e, 23, 25, 27, 53b, 84)				
		B1078 (28b)				
		B1438 (28c, 82)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Wickham Market P&R (69)				
		Lovers Lane (75)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A1120 (90)				
	17:00 to 18:00	B1121 (12a)		Major Adverse (significant)	Financial contribution via Contingent Fund for B1121/B1119 junction and Saxmundham town centre, and to mitigate other impacts which may arise on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)
		B1119 (12b)				
		A1120 (13d)			n/a	

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1069 (39b)		Minor Adverse (not significant)		Minor Adverse (not significant)
		B1078 (51)				
		B1122 (4a, 4c, 5, 64)		Negligible (not significant)	n/a	Negligible (not significant)
		Lovers Lane (4b)				
		B1119 (6)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		A12 (13a, 17c, 21b, 21c, 22a, 22c, 23A, 24, 26, 32a, 33, 34a, 59, 70, 78, 85, 86, 87, 88)				
		B1078 (29, 52, 73)				
		Main Road (E) (34b)				
		B1125 (41)				
		A144 (53a)				
		Sizewell Link Road (east of A12) (57)				
		Main Site Access (67)				
		Darsham P&R (68)				
		B1069 (76)				
		A145 (83)				
		B1122 (13b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		Sizewell Gap (1)			n/a	

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Lovers Lane (LEEIE) (3)		Nil (not significant)		Nil (not significant)
		B1069 (7)				
		B1122 (8, 10, 66, 74)				
		Theberton Bypass (10A)				
		B1125 (11)				
		A12 (16, 17a, 19b, 21e, 23, 25, 27, 32c, 34c, 38b, 53b, 84)				
		B1078 (28b)				
		B1438 (28c, 82)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Wickham Market P&R (69)				
		Lovers Lane (75)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A1120 (90)				

Table 7.3: 2028 Preferred Strategy (Busiest Day) Summary Table

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
2028 Preferred Strategy (Busiest Day)						
Amenity	24 Hour AAWT	Theberton Bypass (10A)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		A12 (23A)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Lovers Lane (LEEIE) (3)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4a, 4c, 5, 8, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		Snape Road (9b)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 19b, 21b, 21c, 21e, 25, 26, 27, 32c, 38b, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				
		Main Road (E) (34b)				
		A144 (53a)				
		Main Site Access (67)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		B1122 (10, 66, 74)		Major Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Major Beneficial (significant)
		A12 (22c, 23, 24)				
	Representative Hour	Theberton Bypass (10A)		Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		A12 (23A)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		B1122 (4a, 5)		Moderate Adverse (significant)	Financial contribution towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)			n/a	

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Lovers Lane (4b, 75)		Minor Adverse (not significant)		Minor Adverse (not significant)
		B1122 (4c, 8, 64)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		Snape Road (9b)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 21b, 21c, 21e, 25, 26, 27, 32c, 38b, 70, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c)				
		A144 (53a)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		A12 (19b)		Minor Beneficial (not significant)	n/a	Minor Beneficial
		Main Road (E) (34b)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1438 (82)				(not significant)
		B1122 (10, 66, 74)		Major Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Major Beneficial (significant)
		A12 (22c, 23, 24)				
Amenity HDV	24 Hour AAWT	Lovers Lane (LEEIE) (3)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Financial contribution towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Financial contribution towards B1122 Early Years mitigation and B1122 Repurposing. Funds secured via the DoO.	Minor Adverse (not significant)
		B1122 (4a, 4c, 5, 64)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		Lovers Lane (75)				
		Theberton Bypass (10A)		Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		A12 (23A)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Main Road (E) (34b)		Major Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		B1122 (13b)		Moderate Adverse (significant)	Financial contribution towards B1122 Early Years mitigation and B1122 Corridor Repurposing, secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (4b)		Minor Adverse (not significant)	n/a	Minor Adverse
		B1119 (6, 12b)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1069 (7, 76)				(not significant)
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 19b, 21b, 21c, 21e, 25, 26, 27, 32c, 38b, 78, 84)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1078 (73)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1078 (29)				
		B1078 (28b, 51, 52)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		A144 (53a)				
		B1438 (82)				
		B1122 (10, 66, 74)		Moderate Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Moderate Beneficial (significant)
		A12 (22c, 23, 24)				
		B1438 (28c)		Major Beneficial (significant)	Financial contribution towards public realm, road safety and cycling and walking improvements in Wickham Market. Funds secured via the DoO.	Major Beneficial (significant)
		B1122 (8)		Nil (not significant)	n/a	Nil (not significant)
		Snape Road (9b)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1125 (11, 41)				
	Representative Hour	Lovers Lane (LEEIE) (3)		Major Adverse (significant)	Financial contribution towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Financial contribution towards B1122 Early Years mitigation and B1122 Repurposing. Funds secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (4b, 75)				
		B1122 (4a, 4c, 5, 64)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		Theberton Bypass (10A)		Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		A12 (23A)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Main Road (E) (34b)		Major Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		B1122 (13b)		Moderate Adverse (significant)	Financial contribution towards B1122 Early Years mitigation and B1122 Repurposing. Funds secured via the DoO.	Minor Adverse (not significant)
		B1119 (6, 12b)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1121 (12a)				
		A12 (16, 19b, 21b, 21c, 21e, 25, 26, 27, 32c, 38b, 78, 84)				
		Main Site Access (67)				
		Darsham P&R (68)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Wickham Market P&R (69)				
		B1078 (73)				
		B1069 (76)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1078 (29)				
		B1078 (28b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		B1438 (82)				
		B1122 (10, 66, 74)		Moderate Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Moderate Beneficial (significant)
		A12 (22c, 23, 24)				
		B1438 (28c)		Major Beneficial (significant)	Financial contribution towards public realm, road safety and cycling and walking improvements in Wickham Market. Funds secured via the DoO.	Major Beneficial (significant)
		B1069 (7)		Nil (not significant)	n/a	Nil (not significant)
		B1122 (8)				
		Snape Road (9b)				
		B1125 (11, 41)				
		A1120 (13d, 90)				
		B1078 (51, 52)				
		A144 (53a)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
	Hour of Greatest Environmental Sensitivity (08:00 to 09:00)	Main Road (E) (34b)		Major Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		B1122 (4c, 5)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
	Hour of Greatest Environmental Sensitivity (15:00 to 16:00)	Main Road (E) (34b)		Major Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		B1122 (4c, 5)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
Pedestrian Delay	24 Hour AAWT	Lovers Lane (LEEIE) (3)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4a, 4c, 5, 8, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		Snape Road (9b)				
		Theberton Bypass (10A)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (16, 19b, 21b, 21c, 21e, 23A, 25, 26, 27, 32c, 38b, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				
		Main Road (E) (34b)				
		A144 (53a)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1122 (10, 66, 74)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		A12 (22c, 23, 24)				
	Representative Hour	A12 (23A)		Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Lovers Lane (LEEIE) (3)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4a, 4c, 5, 8, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		Snape Road (9b)				
		Theberton Bypass (10A)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 21b, 21c, 21e, 25, 26, 27, 32c, 38b, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c)				
		A144 (53a)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1078 (29)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1122 (10, 66, 74)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		A12 (19b, 22c, 23, 24)				
		Main Road (E) (34b)				
		B1438 (82)				
Severance	24 Hour AAWT	B1122 (4a, 4c, 5)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		Theberton Bypass (10A)				
		A12 (23A)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Lovers Lane (LEEIE) (3)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		B1122 (8, 64)				
		Snape Road (9b)				
		B1125 (11, 41)				
		B1121 (12a)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A1120 (13d, 90)				
		A12 (16, 19b, 21b, 21c, 21e, 25, 26, 27, 32c, 38b, 70, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				
		Main Road (E) (34b)				
		A144 (53a)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		B1122 (10, 66, 74)		Major Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Major Beneficial (significant)
		A12 (22c, 23, 24)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
	Representative Hour	B1122 (4a, 4c, 5)		Major Adverse (significant)	Financial contribution towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Financial contribution towards B1122 Early Years mitigation and B1122 Repurposing. Funds secured via the DoO.	Minor Adverse (not significant)
		Theberton Bypass (10A)		Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		A12 (23A)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		B1122 (8)		Moderate Adverse (significant)	Financial contribution towards mitigation of pedestrian impacts on local roads around the main site, including Aldeburgh. Contingent Fund secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		Snape Road (9b)				
		B1125 (11, 41)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 21b, 21c, 21e, 25, 26, 27, 32c, 38b, 70, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c)				
		A144 (53a)				
		B1122 (64)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		A12 (19b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		Main Road (E) (34b)				
		B1438 (82)				
		B1122 (10, 66, 74)				
		A12 (22c, 23, 24)		Major Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Major Beneficial (significant)

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
	Hour of Greatest Environmental Sensitivity (08:00 to 09:00)	B1122 (4c, 5)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
	Hour of Greatest Environmental Sensitivity (15:00 to 16:00)	B1122 (4c, 5)		Moderate Adverse (significant)	Financial contribution towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Financial contribution towards B1122 Early Years mitigation and B1122 Repurposing. Funds secured via the DoO.	Minor Adverse (not significant)
Fear and Intimidation	18 Hour AAWT	A12 (23A)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Moderate Adverse (significant)	Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4a, 4c, 5, 8, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		Snape Road (9b)				
		Theberton Bypass (10A)				
		B1125 (11, 41)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 19b, 21b, 21c, 21e, 25, 26, 27, 32c, 38b, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				
		Main Road (E) (34b)				
		A144 (53a)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1122 (10, 66, 74)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (22c, 23, 24)		Moderate Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Moderate Beneficial (significant)
	Representative Hour	A12 (23A)		Moderate Adverse (significant)	Two village bypass is new road included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4a, 4c, 5, 8, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		Snape Road (9b)				
		Theberton Bypass (10A)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 21b, 21c, 21e, 25, 26, 27, 32c, 38b, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c)				
		A144 (53a)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1122 (10, 66, 74)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		A12 (19b)				
		Main Road (E) (34b)				
		B1438 (82)				
		A12 (22c, 23, 24)		Moderate Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Moderate Beneficial (significant)
Fear and Intimidation (HDV)	18 Hour AAWT	Lovers Lane (LEEIE) (3)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4a, 4c, 5, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		Theberton Bypass (10A)				
		B1121 (12a)				
		A1120 (13d, 90)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (16, 19b, 21b, 21c, 21e, 23A, 25, 26, 27, 32c, 38b, 78, 84)				
		Main Road (E) (34b)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		B1078 (73)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1122 (10, 66, 74)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		A12 (22c, 23, 24)				
		B1078 (28b, 51, 52)				
		B1438 (28c, 82)				
		A144 (53a)				
		B1122 (8)		Nil (not significant)	n/a	Nil (not significant)
		Snape Road (9b)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1125 (11, 41)				
Accidents and Safety	24 Hour AAWT	A12 (59, 78)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Moderate Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. No mitigation proposed on A12 in Lowestoft (19b, 19d).	Minor Adverse (not significant)
		A145 (83)		Moderate Adverse (significant)	Financial contribution in form of Contingent Fund towards road safety improvements at a number of junctions including A12 / A145. Funds secured via the DoO.	Minor Adverse (not significant)
		King George's Avenue (2)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane ("Big Field") (3)				
		B1122 (4a, 4c, 5, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b, 21a, 21d, 46, 47, 48)				
		B1069 (7, 31, 39b, 76)				
		Snape Road (9b)				
		B1125 (11, 17b, 41, 42)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (13c, 13e, 14, 16, 17a, 17c, 19b, 19d, 21b, 21c, 21e, 22a, 22c, 24, 25, 26, 32a, 32c, 33, 34a, 34c, 38b, 53b, 53c, 58, 84, 85, 86, 87, 88)				
		A144 (15, 53a)				
		A1117 (19a)				
		A1095 (20)				
		B1078 (28a, 28b, 49, 51, 52, 72, 73, 81)				
		B1438 (28c)				
		A14 (35, 36)				
		A1094 (39a)				
		B1079 (50)				
		Sizewell Gap (1)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (8, 77)				
		A1094 (9a, 9c, 22b, 39c)				
		B1121 (12a, 12c, 79)				
		A12 (13a, 23, 27)				
		A1120 (13d, 43, 44, 45, 89, 90)				
		A145 (18)				
		A1145 (19e)				
		B1116 (30, 71)				
		A1152 (32b, 80, 91)				
		A1214 (34d)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A14 (37)				
		B1079 (38a, 38c, 62)				
		A140 (55, 56)				
		B1122 (13b, 66, 74)		Moderate Beneficial (significant)	Benefits derived from reduction in traffic due to Sizewell link road. Financial contribution towards B1122 Early Years mitigation and B1122 Corridor Repurposing, including road safety improvements. Funds secured via the DoO.	Moderate Beneficial (significant)
		B1122 (10)		Major Beneficial (significant)	Benefits derived from reduction in traffic due to Sizewell link road. Financial contribution towards B1122 Early Years mitigation and B1122 Corridor Repurposing, including road safety improvements. Funds secured via the DoO.	Major Beneficial (significant)

Table 7.4: 2034 Operational Phase Summary Table

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
2034 Operational						
Amenity	24 Hour AAWT	A12 (23A)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		Theberton Bypass (10A)		Major Adverse (significant)	Sizewell link road and Two village bypass are new road included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Lovers Lane (LEEIE) (3)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4a, 4c, 5, 64)				
		B1119 (6)				
		B1069 (7, 76)				
		Snape Road (9b)				
		B1125 (11, 41)				
		B1121 (12c)				
		B1438 (28c)				
		Main Site Access (67)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A1152 (91)				
		B1078 (29)			n/a	

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (70, 85, 86, 87, 88)		Negligible (not significant)		Negligible (not significant)
		B1119 (12b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		B1438 (82)				
		A145 (83)				
		A12 (84)				
		B1122 (10, 66, 74)		Major Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Major Beneficial (significant)
		A12 (22c, 23, 24)				
	Representative Hour	A12 (23A)		Major Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		Theberton Bypass (10A)		Major Adverse (significant)	Sizewell link road and Two village bypass are new road included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1122 (4a)		Moderate Adverse (significant)	Financial contribution towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Financial contribution towards B1122 Early Years mitigation and B1122 Repurposing. Funds secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4c, 5, 64)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		Snape Road (9b)				
		B1125 (11, 41)				
		B1121 (12c)				
		B1438 (28c)				
		Main Site Access (67)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A1152 (91)				
		B1078 (29)		Negligible (not significant)	n/a	Negligible (not significant)
		A12 (70, 86, 87, 88)				
		B1438 (82)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		A145 (83)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1122 (10, 66, 74)		Major Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Major Beneficial (significant)
		A12 (22c, 23, 24)				
		A12 (84, 85)		Nil (not significant)	n/a	Nil (not significant)
Amenity HDV	24 Hour AAWT	A12 (23A)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		Theberton Bypass (10A)		Major Adverse (significant)	Sizewell link road and Two village bypass are new road included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Lovers Lane (LEEIE) (3)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4a, 4c, 5, 64)				
		Main Site Access (67)				
		A145 (83)				
		A12 (85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1119 (6, 12b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		B1121 (12c)				
		A12 (84)				
		B1122 (10, 66, 74)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (22c, 23, 24)		Moderate Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Moderate Beneficial (significant)
		B1069 (7, 76)		Nil (not significant)	n/a	Nil (not significant)
		Snape Road (9b)				
		B1125 (11, 41)				
		B1438 (28c, 82)				
		B1078 (29)				
		A12 (70)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A1152 (91)				
	Representative Hour	A12 (23A)		Major Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		Theberton Bypass (10A)		Major Adverse (significant)	Sizewell link road and Two village bypass are new road included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		B1122 (4c, 64)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		B1121 (12c)		Minor Beneficial (not significant)	n/a	Minor Beneficial
		B1078 (29)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (70)				(not significant)
		B1122 (10, 66)		Moderate Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Moderate Beneficial (significant)
		B1122 (74)				
		A12 (22c, 23, 24)				
		B1438 (28c, 82)		Major Beneficial (significant)	Financial contribution towards public realm, road safety and cycling and walking improvements in Wickham Market. Funds secured via the DoO.	Major Beneficial (significant)
		Lovers Lane (LEEIE) (3)		Nil (not significant)	n/a	Nil (not significant)
		B1122 (4a, 5)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		Snape Road (9b)				
		B1125 (11, 41)				
		Main Site Access (67)				
		A145 (83)				
		A12 (84, 85, 86, 87, 88)				
		A1152 (91)				
Pedestrian Delay	24 Hour AAWT	Lovers Lane (LEEIE) (3)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5)	Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4a, 4c, 5, 64)				
		B1119 (6)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1069 (7, 76)	[APP-198], and updated by the Fourth ES Addendum.			
		Snape Road (9b)				
		Theberton Bypass (10A)				
		B1125 (11, 41)				
		B1121 (12c)				
		A12 (23A)				
		B1438 (28c)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A1152 (91)				
		B1078 (29)		Negligible (not significant)	n/a	Negligible (not significant)
		Main Site Access (67)				
		A12 (70, 85, 86, 87, 88)				
		B1122 (10, 66, 74)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		B1119 (12b)				
		A12 (22c, 23, 24, 84)				
		B1438 (82)				
		A145 (83)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
	Representative Hour	A12 (23A)		Major Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4a, 4c, 5, 64)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		Snape Road (9b)				
		Theberton Bypass (10A)				
		B1125 (11, 41)				
		B1121 (12c)				
		B1438 (28c)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A1152 (91)				
		B1078 (29)		Negligible (not significant)	n/a	Negligible (not significant)
		Main Site Access (67)				
		A12 (70, 86, 87, 88)				
		B1122 (10, 66, 74)			n/a	

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (22c, 23, 24)		Minor Beneficial (not significant)		Minor Beneficial (not significant)
		B1438 (82)				
		A145 (83)				
		A12 (84, 85)		Nil (not significant)	n/a	Nil (not significant)
Severance	24 Hour AAWT	A12 (23A)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		Theberton Bypass (10A)		Major Adverse (significant)	Sizewell link road and Two village bypass are new road included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Lovers Lane (LEEIE) (3)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4a, 4c, 5, 64)				
		B1119 (6)				
		B1069 (7, 76)				
		Snape Road (9b)				
		B1125 (11, 41)				
		B1121 (12c)				
		B1438 (28c)				
		Main Site Access (67)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A1152 (91)				
		B1078 (29)		Negligible (not significant)	n/a	Negligible (not significant)
		A12 (70, 85, 86, 87, 88)				
		B1119 (12b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		B1438 (82)				
		A145 (83)				
		A12 (84)				
		B1122 (10, 66, 74)		Major Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Major Beneficial (significant)
		A12 (22c, 23, 24)				
	Representative Hour	B1122 (4a, 4c, 5)		Major Adverse (significant)	Financial contribution towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Financial contribution towards B1122 Early Years mitigation and B1122 Repurposing. Funds secured via the DoO.	Minor Adverse (not significant)
		A12 (23A)		Major Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		Theberton Bypass (10A)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Sizewell Link Road (east of A12) (57)		Major Adverse (significant)	Sizewell link road and Two village bypass are new road included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		B1069 (7)		Moderate Adverse (significant)	Financial contribution towards Contingent Fund to address impacts on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)
		B1125 (11)		Moderate Adverse (significant)	Financial contribution towards environmental and safety mitigation on the B1125 through Westleton, secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1119 (6, 12b)				
		Snape Road (9b)				
		B1121 (12c)				
		B1438 (28c)				
		B1125 (41)				
		B1122 (64)				
		Main Site Access (67)				
		B1069 (76)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A1152 (91)				
		B1078 (29)		Negligible (not significant)	n/a	Negligible (not significant)
		A12 (70, 86, 87, 88)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1438 (82)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		A145 (83)				
		B1122 (10, 66, 74)		Major Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Major Beneficial (significant)
		A12 (22c, 23, 24)				
		A12 (84, 85)		Nil (not significant)	n/a	Nil (not significant)
	Hour of Greatest Environmental Sensitivity (08:00 to 09:00)	B1122 (4c, 5)		Major Adverse (significant)	Financial contribution towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Financial contribution towards B1122 Early Years mitigation and B1122 Repurposing. Funds secured via the DoO.	Minor Adverse (not significant)
	Hour of Greatest Environmental Sensitivity (15:00 to 16:00)	B1122 (4c)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (5)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
Fear and Intimidation	18 Hour AAWT	A12 (23A)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Moderate Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Lovers Lane (LEEIE) (3)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4a, 4c, 5, 64)				
		B1119 (6)				
		B1069 (7, 76)				
		Snape Road (9b)				
		Theberton Bypass (10A)				
		B1125 (11, 41)				
		B1121 (12c)				
		B1438 (28c)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A1152 (91)				
		B1078 (29)		Negligible (not significant)	n/a	Negligible (not significant)
		Main Site Access (67)				
		A12 (70, 85, 86, 87, 88)				
		B1122 (10, 66, 74)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		B1119 (12b)				
		B1438 (82)				
		A145 (83)				
		A12 (84)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (22c, 23, 24)		Moderate Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Moderate Beneficial (significant)
	Representative Hour	A12 (23A)		Major Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4a, 4c, 5, 64)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		Snape Road (9b)				
		Theberton Bypass (10A)				
		B1125 (11, 41)				
		B1121 (12c)				
		B1438 (28c)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A1152 (91)				
		B1078 (29)		Negligible (not significant)	n/a	Negligible (not significant)
		Main Site Access (67)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (70, 86, 87, 88)				
		B1122 (10, 66, 74)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		B1438 (82)				
		A145 (83)				
		A12 (22c, 23, 24)		Major Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Major Beneficial (significant)
		A12 (84, 85)		Nil (not significant)	n/a	Nil (not significant)
Fear and Intimidation (HDV)	18 Hour AAWT	Lovers Lane (LEEIE) (3)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4a, 4c, 5, 64)				
		Theberton Bypass (10A)				
		A12 (23A)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		A145 (83)				
		Main Site Access (67)		Negligible (not significant)	n/a	Negligible (not significant)
		A12 (85, 86, 87, 88)				
		B1119 (6, 12b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		B1122 (10, 66, 74)				
		B1121 (12c)				
		A12 (22c, 23, 24, 84)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1069 (7, 76)		Nil (not significant)	n/a	Nil (not significant)
		Snape Road (9b)				
		B1125 (11, 41)				
		B1438 (28c, 82)				
		B1078 (29)				
		A12 (70)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A1152 (91)				
Driver Delay	06:00 to 07:00	B1122 (4a, 4c, 64)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Negligible (not significant)	n/a	Negligible (not significant)
		B1119 (6, 12b)				
		A12 (22c, 23A, 86)				
		B1125 (41)				
		Sizewell Link Road (east of A12) (57)				
		B1069 (76)				
		Lovers Lane (LEEIE) (3)		Nil (not significant)	n/a	Nil (not significant)
		B1122 (5, 10, 66, 74)				
		B1069 (7)				
		Snape Road (9b)				
		Theberton Bypass (10A)				
		B1125 (11)				
		B1121 (12c)				
		A12 (23, 24, 70, 84, 85, 87, 88)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1438 (28c, 82)				
		B1078 (29)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Main Site Access (67)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A1152 (91)				
	07:00 to 08:00	B1122 (4a, 4c, 5, 64)		Negligible (not significant)	n/a	Negligible (not significant)
		B1119 (6, 12b)				
		Snape Road (9b)				
		B1121 (12c)				
		A12 (22c, 23A, 24, 85, 86)				
		B1125 (41)				
		Sizewell Link Road (east of A12) (57)				
		B1069 (76)				
		A145 (83)				
		Lovers Lane (LEEIE) (3)		Nil (not significant)	n/a	Nil (not significant)
		B1069 (7)				
		B1122 (10, 66, 74)				
		Theberton Bypass (10A)				
		B1125 (11)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (23, 70, 84, 87, 88)				
		B1438 (28c, 82)				
		B1078 (29)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Main Site Access (67)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A1152 (91)				
	08:00 to 09:00	B1119 (6)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1121 (12c)				
		B1069 (76)				
		B1122 (4a, 4c, 5, 64)		Negligible (not significant)	n/a	Negligible (not significant)
		Snape Road (9b)				
		A12 (23A, 24, 86)				
		B1125 (41)				
		Sizewell Link Road (east of A12) (57)				
		Main Site Access (67)				
		A145 (83)				
		B1119 (12b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		Lovers Lane (LEEIE) (3)			n/a	

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1069 (7)		Nil (not significant)		Nil (not significant)
		B1122 (10, 66, 74)				
		Theberton Bypass (10A)				
		B1125 (11)				
		A12 (22c, 23, 70, 84, 85, 87, 88)				
		B1438 (28c, 82)				
		B1078 (29)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A1152 (91)				
	15:00 to 16:00	B1069 (76)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4a, 4c, 64)		Negligible (not significant)	n/a	Negligible (not significant)
		Snape Road (9b)				
		B1121 (12c)				
		A12 (22c, 23A, 24, 85, 86)				
		B1125 (41)				
		Sizewell Link Road (east of A12) (57)				
		A145 (83)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1119 (6)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		B1119 (12b)		Major Beneficial (significant)	Benefits due to forecast improvement in driver delay at B1121 / B1119 junction.	Major Beneficial (significant)
		Lovers Lane (LEEIE) (3)		Nil (not significant)	n/a	Nil (not significant)
		B1122 (5, 10, 66, 74)				
		B1069 (7)				
		Theberton Bypass (10A)				
		B1125 (11)				
		A12 (23, 70, 84, 87, 88)				
		B1438 (28c, 82)				
		B1078 (29)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Main Site Access (67)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A1152 (91)				
	17:00 to 18:00	B1122 (4a, 4c, 5, 64)		Negligible (not significant)	n/a	Negligible (not significant)
		B1119 (6)				
		Snape Road (9b)				
		B1121 (12c)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (22c, 23A, 24, 85, 86)				
		B1125 (41)				
		Sizewell Link Road (east of A12) (57)				
		A145 (83)				
		B1119 (12b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		B1069 (76)				
		Lovers Lane (LEEIE) (3)		Nil (not significant)	n/a	Nil (not significant)
		B1069 (7)				
		B1122 (10, 66, 74)				
		Theberton Bypass (10A)				
		B1125 (11)				
		A12 (23, 70, 84, 87, 88)				
		B1438 (28c, 82)				
		B1078 (29)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Main Site Access (67)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A1152 (91)				
Accidents and Safety	24 Hour AAWT	King George's Avenue (2)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5)	Minor Adverse (not significant)	n/a	Minor Adverse
		Lovers Lane ("Big Field") (3)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Lovers Lane (4b, 75)	[APP-198], and updated by the Fourth ES Addendum.			(not significant)
		Snape Road (9b)				
		B1125 (11, 17b, 41, 42)				
		A144 (15, 53a)				
		A12 (19b, 19d, 32c, 33, 34a, 34c, 59, 78, 87, 88)				
		A1095 (20)				
		B1119 (21a, 46, 47, 48)				
		B1438 (28c, 82)				
		B1069 (31)				
		A14 (35, 36)				
		A1094 (39a)				
		B1078 (81)				
		A145 (83)				
		Sizewell Gap (1)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (4a, 4c, 5, 8, 64, 77)				
		B1119 (6, 12b, 21d)				
		B1069 (7, 39b, 76)				
		A1094 (9a, 9c, 22b, 39c)				
		B1121 (12a, 12c, 79)				
		A12 (13a, 13c, 13e, 14, 16, 17a, 17c, 21b, 21c, 21e, 22a, 22c, 23, 24, 25, 26, 27, 32a, 38b, 53b, 53c, 58, 84, 85, 86)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A1120 (13d, 43, 44, 45, 89, 90)				
		A145 (18)				
		A1117 (19a)				
		A1145 (19e)				
		B1078 (28a, 28b, 49, 51, 52, 72, 73)				
		B1116 (30, 71)				
		A1152 (32b, 80, 91)				
		A1214 (34d)				
		A14 (37)				
		B1079 (38a, 38c, 50, 62)				
		A140 (55, 56)				
		B1122 (13b, 66, 74)		Moderate Beneficial (significant)	Benefits derived from reduction in traffic due to Sizewell link road. Financial contribution towards B1122 Early Years mitigation and B1122 Corridor Repurposing, including road safety improvements. Funds secured via the DoO.	Moderate Beneficial (significant)

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1122 (10)		Major Beneficial (significant)	Benefits derived from reduction in traffic due to Sizewell link road. Financial contribution towards B1122 Early Years mitigation and B1122 Corridor Repurposing, including road safety improvements. Funds secured via the DoO.	Major Beneficial (significant)

REFERENCES

1. IEA Guidelines for the Environmental Assessment of Road Traffic. 1993.
2. Design Manual Roads and Bridges (DMRB)
3. Scottish Power Renewables. East Anglia TWO Offshore Windfarm Environmental Statement. Volume 1, Chapter 26, Traffic and Transport. 2019.
4. WebTag Unit A4.1 Social Impact Appraisal

APPENDIX 2C TRANSPORT ENVIRONMENTAL ASSESSMENT ADDENDUM

PART 2 - CUMULATIVE ASSESSMENT

CONTENTS

1 INTRODUCTION 1
1.1 Background 1
2 ASSESSMENT 3
2.1 Approach 3
2.2 Methodology 3
2.3 Mitigation 4
2.4 Summary of Effects 5

TABLES

Table 1.1: Key Changes 1
Table 2-1: 2023 Early Years + SPR Summary Table 6
Table 5-2: 2028 Preferred Strategy (Typical Day) + SPR 22
Table 5-3: 2023 Early Years + SPR Summary Table 42

1 INTRODUCTION

1.1 Background

1.1.1 **Volume 1, Chapter 10** of the ES Addendum [AS-189] set out the assessment of the cumulative effects of the Sizewell C Project.

1.1.2 Following the submission of the DCO, Suffolk County Council (SCC) provided comments on the ES and SZC Co. has been working with SCC to address the SCC comments. The purpose of this ES Addendum is to summarise the updated assessment that addresses the comments received by SCC as well as incorporate comments from the Examining Authority (ExA) that have been received during the Sizewell C Examination.

1.1.3 To simplify the response to the comments and queries received from SCC and the ExA the whole of the transport ES assessment has been updated. The updated results are presented in this chapter of the **Fourth ES Addendum**. The results replace those previously presented within **Volume 1, Chapter 10** of the ES Addendum [AS-189].

1.1.4 The key changes to the assessment of the transport effects arising from the Sizewell C Project are listed in Table 1.1 below. All other aspects of the cumulative assessment set out in **Volume 1, Chapter 10** of the **ES Addendum** [AS-189] remain valid.

Table 1.1: Key Changes

Section	Key changes
Sensitivity of links	The sensitivity of links has been reviewed and agreed in consultation with SCC.
Screening process	Whilst the Rules 1 and 2 for the screening of links remains the same, the links screened into the assessment are now based on both the change in representative hour traffic flows and change in average daily traffic flows (24-hour AAWT) as requested by the ExA.
Assessment Scenarios	Traffic flows for the assessment scenarios have been updated based on an alternative methodology proposed by SCC. Further detail on the reason for this change is detailed within **Appendix D**.
Assessment Criteria	The criteria to assess the magnitude of impact has been updated in response to comments from the ExA, East Suffolk Council (ESC) and Suffolk County Council (SCC).

Section	Key changes
	• Inclusion of thresholds for assessing the magnitude of impact on driver delay and pedestrian delay, pedestrian, cyclist and equestrian amenity. Previously no or limited thresholds were specified, and the assessment was based partly or wholly on professional judgement. • Revision of the methodology for assessing the magnitude of impact on fear and intimidation. The methodology set out in the IEMA guidance (Ref 1) was incorrectly applied in [AS-181]. • Inclusion of thresholds for assessing the magnitude of impact on road safety. In [AS-181] no thresholds were specified, and the assessment was based partly or wholly on professional judgement.

2 ASSESSMENT

2.1 Approach

2.1.1 This updated cumulative assessment assesses the effect of the Sizewell C Project on:

- Severance;
- Pedestrian delay;
- Amenity; and
- Fear and Intimidation.

2.1.2 The assessment of driver delay in Part 1 of Volume 3, Appendix 2.C is the assessment for the core assessment and cumulative assessment. This is due to the robust approach taken to junction modelling that assessed the integrated freight strategy + Scottish Power Renewables (SPR).

2.1.3 The following traffic flow scenarios have been assessed as a part of this cumulative assessment:

- 2023 Early Years + SPR
- 2028 Preferred Strategy (Typical Day) + SPR
- 2028 Preferred Strategy (Busiest Day) + SPR
- 2028 Integrated Strategy (Typical Day) + SPR
- 2028 Integrated Strategy (Busiest Day) + SPR

2.1.4 Only the assessment results for the 2023 early years + SPR and 2028 preferred strategy (typical day and busiest day) + SPR are discussed in this addendum. The assessment results for the 2028 integrated strategy (typical day and busiest day) + SPR are attached in **Appendix C**. The 2034 operational phase scenario has not been assessed as part of the cumulative assessment as Scottish Power will be constructed by that time.

2.2 Methodology

2.2.1 The same methodology has been applied to the cumulative assessment as applied to the assessment set out Part 1 of Volume 3, Appendix 2.C.

2.3 Mitigation

a) Primary Mitigation

2.3.1 Primary mitigation is often referred to as 'embedded mitigation' and includes modifications to the location or design of the development made during the pre-application phase that are an inherent part of the Sizewell C Project, become a fundamental part of the design for which consent is sought, and do not require additional action to be taken.

2.3.2 There is no change to the proposed primary mitigation from that reported in the Environmental Statement, **Volume 2, Chapter 10** [APP-198] and updated in **Volume 1, Chapter 2** of the **ES Addendum** [AS-181].

b) Secondary Mitigation

2.3.1 Secondary mitigation is often referred to as 'additional mitigation' and includes actions that will require further activity in order to achieve the anticipated outcome. A package of secondary transport mitigation has been agreed with SCC and ESC, which is to be secured by the draft **Deed of Obligation** (Doc Ref. 8.17(F)). The package of secondary mitigation includes the following:

- Leiston town centre improvement scheme - environmental and safety mitigation
- Wickham Market improvement scheme - environmental and safety mitigation
- Little Glemham and Marlesford improvement scheme - pedestrian enhancements, formal pedestrian crossings, village gateways and speed limits
- Yoxford – pedestrian crossing
- B1125 Westleton and Walberswick – village gateways and pedestrian enhancements.
- B1078 corridor – road safety improvements
- B1122 early years scheme - village gateways at Theberton and Middleton Moor, pedestrian enhancements and formal pedestrian crossing in Theberton, road safety improvements.
- B1122 corridor repurposing - change in use of B1122 to local access road and cycle / pedestrian route as well as integration and promotion of Quiet Lane scheme.
- A12 and A14 signage strategies.

2.3.2 In addition, contributions towards transport improvements have been agreed with SCC and ESC and are to be secured via the draft **Deed of Obligation** (Doc Ref. 8.17(F)).

2.3.3 A transport contingency fund has also been agreed with SCC and ESC, which is to be secured via the draft **Deed of Obligation** (Doc Ref. 8.17(F)) and can be drawn down by the Transport Review Group to mitigate any significant unforeseen transport effects should they arise during the construction phase of the Project.

c) Tertiary Mitigation

2.3.1 The following management documents have been updated since the **ES Addendum** [AS-181]:

- **Traffic Incident Management Plan** (**TIMP**) [REP2-053]
- **Construction Traffic Management Plan** (**CTMP**) [REP2-054];
- **Construction Workforce Travel Plan** (**CWTP**) [REP2-055];
- **Worker Code of Conduct** (Doc Ref. 8.11 (D))

2.3.2 The implementation of the **TIMP** [REP2-053], **CTMP** [REP2-054], **CWTP** [REP2-055], and **Worker Code of Conduct** (Doc Ref. 8.11 (D)), will be secured through obligations in the **Deed of Obligation** (Doc Ref. 8.17(F)).

2.4 Summary of Effects

2.4.1 Based on the package of primary, secondary and tertiary transport mitigation there are not considered to be any residual cumulative significant transport effects of the Sizewell C Project.

2.4.2 The cumulative transport effects of the Sizewell C project are summarised in **Table** , **Table 2-2** and **Table 2-3** below. The tables also list any additional mitigation required to mitigate the cumulative transport effects of the development. The residual cumulative transport effect of the Sizewell C project following the implementation of any additional mitigation is also reported.

Table 2-1: 2023 Early Years + SPR Summary Table

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
2023 Early Years + SPR						
Amenity	24 Hour AAWT	Sizewell Gap (1)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		King George's Avenue (2)				
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 10, 64, 66, 74)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		B1125 (11, 17b, 41, 42)				
		B1121 (12a, 12c)				
		A12 (13c, 13e, 16, 17a, 17c, 19b, 21b, 21c, 21e, 22c, 23, 24, 25, 26, 27, 32c, 34c, 38b, 53b, 78, 84)				
		A1120 (13d, 44, 90)				
		B1078 (28b)				
		A144 (53a)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A145 (83)				
		B1122 (13b)		Negligible (not significant)	n/a	Negligible (not significant)
		A12 (19d, 22a, 32a, 33, 34a, 58, 59, 70, 85, 86, 87, 88)				
		B1078 (29)				
		B1069 (39b)				
	Representative Hour	Sizewell Gap (1)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		King George's Avenue (2)				
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 10, 64, 66, 74)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		B1125 (11, 17b, 41, 42)				
		B1121 (12a, 12c)				
		A12 (13c, 13e, 16, 17a, 17c, 21b, 21c, 21e, 22c, 23, 24, 25, 26, 27, 32c, 34c, 38b, 53b, 78, 84)				
		A1120 (13d, 44, 90)				
		B1078 (28b)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A144 (53a)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		A145 (83)				
		B1122 (13b)		Negligible (not significant)	n/a	Negligible (not significant)
		A12 (19d, 22a, 32a, 33, 34a, 58, 59, 70, 85, 86, 87, 88)				
		B1078 (29)				
		B1069 (39b)				
		A12 (19b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
Amenity (HDV)	24 Hour AAWT	Sizewell Gap (1)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Financial contribution towards mitigation of pedestrian impacts on local roads around the main site. Contingent Fund secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		Lovers Lane (4b, 75)				
		B1122 (4c, 10, 64, 66, 74)		Major Adverse (significant)	Financial contribution towards B1122 Early Years mitigation and B1122 Corridor Repurposing, secured via the DoO.	Minor Adverse (not significant)
		A12 (19b)		Major Adverse (significant)	No additional mitigation proposed on A12 in Lowestoft – professional judgement applied.	Minor Adverse (not significant)
		B1122 (13b)		Moderate Adverse (significant)	Financial contribution towards B1122 Early Years mitigation and B1122 Corridor Repurposing, secured via the DoO.	Minor Adverse

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
						(not significant)
		A1094 (22b)		Moderate Adverse (significant)	Financial contribution in form of Contingent Fund to provide mitigation along A1094 (e.g. speed control measures, gateways). Funds secured via the DoO.	Minor Adverse (not significant)
		B1122 (8)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		A1094 (9a, 9c, 39a)				
		A12 (13c, 13e, 16, 17a, 17c, 21b, 21c, 21e, 22c, 23, 24, 25, 26, 27, 32c, 34c, 38b, 53b, 78, 84)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		A145 (83)				
		A12 (19d, 22a, 32a, 33, 34a, 58, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1078 (29)				
		B1069 (39b)				
		B1069 (7)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		A144 (53a)				
		King George's Avenue (2)		Nil (not significant)	n/a	Nil (not significant)
		B1122 (4a, 5)				
		B1119 (6, 12b)				
		Snape Road (9b)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1125 (11, 17b, 41, 42)				
		B1121 (12a, 12c)				
		A1120 (13d, 44, 90)				
		B1078 (28b)				
		Main Site Access (67)				
	Representative Hour	Sizewell Gap (1)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Financial contribution towards mitigation of pedestrian impacts on local roads around the main site. Contingent Fund secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		Lovers Lane (4b, 75)				
		B1122 (4c, 10, 64, 66, 74)		Major Adverse (significant)	Financial contribution towards B1122 Early Years mitigation and B1122 Corridor Repurposing, secured via the DoO.	Minor Adverse (not significant)
		A12 (19b)		Major Adverse (significant)	No additional mitigation proposed on A12 in Lowestoft – professional judgement applied.	Minor Adverse (not significant)
		B1122 (13b)		Moderate Adverse (significant)	Financial contribution towards B1122 Early Years mitigation and B1122 Corridor Repurposing, secured via the DoO.	Minor Adverse (not significant)
		B1122 (8)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		A1094 (9a, 9c, 22b, 39a)				
		A12 (13c, 13e, 16, 17a, 17c, 21b, 21c, 21e, 22c, 23, 24, 25, 26, 27, 32c, 34c, 38b, 53b, 78, 84)				
		B1069 (39b)				
		Darsham P&R (68)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Wickham Market P&R (69)				
		A145 (83)				
		A12 (19d, 22a, 32a, 33, 34a, 58, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		King George's Avenue (2)		Nil (not significant)	n/a	Nil (not significant)
		B1122 (4a, 5)				
		B1119 (6, 12b)				
		B1069 (7)				
		Snape Road (9b)				
		B1125 (11, 17b, 41, 42)				
		B1121 (12a, 12c)				
		A1120 (13d, 44, 90)				
		B1078 (28b, 29)				
		A144 (53a)				
		Main Site Access (67)				
Pedestrian Delay	24 Hour AAWT	Sizewell Gap (1)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		King George's Avenue (2)				
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 10, 64, 66, 74)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		B1125 (11, 17b, 41, 42)				
		B1121 (12a, 12c)				
		A12 (13c, 13e, 16, 17a, 17c, 19b, 21b, 21c, 21e, 22c, 23, 24, 25, 26, 27, 32c, 34c, 38b, 53b, 78, 84)				
		A1120 (13d, 44, 90)				
		B1078 (28b)				
		A144 (53a)				
		A145 (83)				
		B1122 (13b)		Negligible (not significant)	n/a	Negligible (not significant)
		A12 (19d, 22a, 32a, 33, 34a, 58, 59, 70, 85, 86, 87, 88)				
		B1078 (29)				
		B1069 (39b)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
	Representative Hour	A12 (32c, 38b)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Moderate Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		Sizewell Gap (1)			n/a	

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		King George's Avenue (2)		Minor Adverse (not significant)		Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 10, 64, 66, 74)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		B1125 (11, 17b, 41, 42)				
		B1121 (12a, 12c)				
		A12 (13c, 13e, 16, 17a, 17c, 21b, 21c, 21e, 22c, 23, 24, 25, 26, 27, 33, 34a, 34c, 53b, 78, 84)				
		A1120 (13d, 44, 90)				
		B1078 (28b)				
		A144 (53a)				
		A145 (83)				
		B1122 (13b)		Negligible (not significant)	n/a	Negligible (not significant)
		A12 (19d, 22a, 32a, 58, 59, 70, 85, 86, 87, 88)				
		B1078 (29)				
		B1069 (39b)				
		Main Site Access (67)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		A12 (19b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
Severence	24 Hour AAWT	B1122 (4c)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Moderate Adverse (significant)	Financial contribution towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)
		Sizewell Gap (1)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		King George's Avenue (2)				
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 5, 8, 10, 13b, 64, 66, 74)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		B1125 (11, 17b, 41, 42)				
		B1121 (12a, 12c)				
		A12 (13c, 13e, 16, 17a, 17c, 19b, 21b, 21c, 21e, 22c, 23, 24, 25, 26, 27, 32c, 34c, 38b, 53b, 78, 84)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A1120 (13d, 44, 90)				
		B1078 (28b)				
		A144 (53a)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		A145 (83)				
		A12 (19d, 22a, 32a, 33, 34a, 58, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1078 (29)				
		B1069 (39b)				
	Representative Hour	B1125 (11)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	A12 signage strategy to discourage Sizewell C traffic from using the B1125. Financial contribution towards environmental and safety mitigation on the B1125 thorugh Westleton. Funds secured via the DoO.	Minor Adverse (not significant)
		King George's Avenue (2)		Moderate Adverse (significant)	Financial contribution towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		Lovers Lane (75)				
		B1122 (4c, 5)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1119 (6, 12b)		Moderate Adverse (significant)	Financial contribution via Contingent Fund for B1121/B1119 junction and Saxmundham town centre, and to mitigate other impacts which may arise on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)
		A1120 (13d, 90)		Moderate Adverse (significant)	Financial contribution towards pedestrian crossinig of A12 in Yoxford, and further Contingent Funds towards addressing road safety and community impact on the A1120 corridor. Funds secured via the DoO.	Minor Adverse (not significant)
		B1125 (17b, 41, 42)		Moderate Adverse (significant)	A12 signage strategy to discourage Sizewell C traffic from using the B1125. Financial contribution towards environmental and safety mitigation on the B1125 thorugh Westleton. Funds secured via the DoO.	Minor Adverse (not significant)
		Sizewell Gap (1)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (4a, 8, 10, 13b, 64, 66, 74)				
		Lovers Lane (4b)				
		B1069 (7)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		B1121 (12a, 12c)				
		A12 (13c, 13e, 16, 17a, 17c, 21b, 21c, 21e, 22c, 23, 24, 25, 26, 27, 32c, 34c, 38b, 53b, 70, 78, 84)				
		B1078 (28b)				
		A1120 (44)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A144 (53a)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		A145 (83)				
		A12 (19d, 22a, 32a, 33, 34a, 58, 59, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1078 (29)				
		B1069 (39b)				
		A12 (19b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
Fear and Intimidation	18 Hour AAWT	Sizewell Gap (1)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		King George's Avenue (2)				
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 10, 64, 66, 74)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		B1125 (11, 17b, 41, 42)				
		B1121 (12a, 12c)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (13c, 13e, 16, 17a, 17c, 19b, 21b, 21c, 21e, 22c, 23, 24, 25, 26, 27, 32c, 34c, 38b, 53b, 78, 84)				
		A1120 (13d, 44, 90)				
		B1078 (28b)				
		A144 (53a)				
		A145 (83)				
		B1122 (13b)				
		A12 (19d, 22a, 32a, 33, 34a, 58, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1078 (29)				
		B1069 (39b)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
	Representative Hour	Sizewell Gap (1)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		King George's Avenue (2)				
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 10, 64, 66, 74)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		B1125 (11, 17b, 41, 42)				
		B1121 (12a, 12c)				
		A12 (13c, 13e, 16, 17a, 17c, 21b, 21c, 21e, 22c, 23, 24, 25, 26, 27, 32c, 34c, 38b, 53b, 78, 84)				
		A1120 (13d, 44, 90)				
		B1078 (28b)				
		A144 (53a)				
		A145 (83)				
		B1122 (13b)		Negligible (not significant)	n/a	Negligible (not significant)
		A12 (19d, 22a, 32a, 33, 34a, 58, 59, 70, 85, 86, 87, 88)				
		B1078 (29)				
		B1069 (39b)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		A12 (19b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
	18 Hour AAWT	Sizewell Gap (1)			n/a	

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
Fear and Intimidation (HDV)		Lovers Lane (LEEIE) (3)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Minor Adverse (not significant)		Minor Adverse (not significant)
		Lovers Lane (4b, 75)				
		B1122 (4c, 8, 10, 64, 66, 74)				
		A1094 (9a, 9c, 22b, 39a)				
		A12 (13c, 13e, 16, 17a, 17c, 19b, 21b, 21c, 21e, 22c, 23, 24, 25, 26, 27, 32c, 34c, 38b, 53b, 78, 84)				
		A145 (83)				
		B1122 (13b)		Negligible (not significant)	n/a	Negligible (not significant)
		A12 (19d, 22a, 32a, 33, 34a, 58, 59, 70, 85, 86, 87, 88)				
		B1078 (29)				
		B1069 (39b)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1069 (7)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		A144 (53a)				
		King George's Avenue (2)		Nil (not significant)	n/a	Nil (not significant)
		B1122 (4a, 5)				
		B1119 (6, 12b)				
		Snape Road (9b)				
		B1125 (11, 17b, 41, 42)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1121 (12a, 12c)				
		A1120 (13d, 44, 90)				
		B1078 (28b)				
		Main Site Access (67)				

Table 2-2: 2028 Preferred Strategy (Typical Day) + SPR

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
2028 Preferred Strategy (Typical Day) + SPR						
Amenity	24 Hour AAWT	Theberton Bypass (10A)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation – professional judgement applied.	Minor Adverse (not significant)
		A12 (23A)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Sizewell Gap (1)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 19b, 21b, 21c, 21e, 25, 26, 27, 32c, 38b, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Main Road (E) (34b)				
		A144 (53a)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		B1069 (39b)				
		B1122 (10, 66, 74)		Major Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Major Beneficial (significant)
		A12 (22c, 23, 24)				
	Representative Hour	Theberton Bypass (10A)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation. – professional judgement applied.	Minor Adverse (significant)
		A12 (23A)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1122 (4a, 5)		Moderate Adverse (significant)	Financial contriubtion towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)
		Sizewell Gap (1)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		Lovers Lane (4b, 75)				
		B1122 (4c, 8, 64)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 21b, 21c, 21e, 25, 26, 27, 32c, 38b, 70, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				
		A144 (53a)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		B1069 (39b)				
		A12 (19b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		Main Road (E) (34b)				
		B1122 (10, 66, 74)		Major Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Major Beneficial (significant)
		A12 (22c, 23, 24)				
Amenity (HDV)	24 Hour AAWT	Sizewell Gap (1)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Financial contribution towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 64)				
		Lovers Lane (4b, 75)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		Main Road (E) (34b)		Major Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		A12 (23A)		Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation – professional judgement applied.	Minor Adverse
		Sizewell Link Road (east of A12) (57)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Theberton Bypass (west of B1125) (63)				(not significant)
		Middleton Moor Link (65)				
		Theberton Bypass (10A)				
		B1122 (13b)		Moderate Adverse (significant)	Financial contribution towards B1122 Early Years mitigation and B1122 Corridor Repurposing, secured via the DoO.	Minor Adverse (not significant)
		B1119 (6, 12b)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1069 (7, 39b, 76)				
		B1122 (8)				
		A1094 (9a, 9c, 22b, 39a)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 19b, 21b, 21c, 21e, 25, 26, 27, 32c, 38b, 78, 84)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1078 (73)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1078 (29)				
		B1078 (28b, 51)		Minor Beneficial (not significant)	n/a	Minor Beneficial
		A144 (53a)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1438 (82)				(not significant)
		B1122 (10, 66, 74)		Moderate Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Moderate Beneficial (significant)
		A12 (22c, 23, 24)				
		B1438 (28c)		Major Beneficial (significant)	Financial contribution towards public realm, road safety and cycling and walking improvements in Wickham Market. Funds secured via the DoO.	Major Beneficial (significant)
		Snape Road (9b)		Nil (not significant)	n/a	Nil (not significant)
		B1125 (11, 41)				
		B1078 (52)				
	Representative Hour	Sizewell Gap (1)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Financial contribution towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 64)				
		Lovers Lane (4b, 75)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		Main Road (E) (34b)		Major Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		Theberton Bypass (10A)		Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (significant)
		A12 (23A)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		B1122 (13b)		Moderate Adverse (significant)	Financial contribution towards B1122 Early Years mitigation and B1122 Corridor Repurposing, secured via the DoO.	Minor Adverse (not significant)
		B1119 (6, 12b)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (8)				
		A1094 (9a, 9c, 22b, 39a)				
		B1121 (12a)				
		A12 (16, 19b, 21b, 21c, 21e, 25, 26, 27, 32c, 38b, 78, 84)				
		B1069 (39b, 76)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1078 (73)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1078 (29)				
		B1078 (28b)			n/a	

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1438 (82)		Minor Beneficial (not significant)		Minor Beneficial (not significant)
		B1122 (10, 66, 74)		Moderate Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Moderate Beneficial (significant)
		A12 (22c, 23, 24)				
		B1438 (28c)		Major Beneficial (significant)	Financial contribution towards public realm, road safety and cycling and walking improvements in Wickham Market. Funds secured via the DoO.	Major Beneficial (significant)
		B1069 (7)		Nil (not significant)	n/a	Nil (not significant)
		Snape Road (9b)				
		B1125 (11, 41)				
		A1120 (13d, 90)				
		B1078 (51, 52)				
		A144 (53a)				
Pedestrian Delay	24 Hour AAWT	Sizewell Gap (1)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		Theberton Bypass (10A)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 19b, 21b, 21c, 21e, 23A, 25, 26, 27, 32c, 38b, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				
		Main Road (E) (34b)				
		A144 (53a)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		B1069 (39b)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1122 (10, 66, 74)			n/a	

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (22c, 23, 24)		Minor Beneficial (not significant)		Minor Beneficial (not significant)
	Representative Hour	A12 (23A)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		Sizewell Gap (1)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		Theberton Bypass (10A)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 21b, 21c, 21e, 25, 26, 27, 32c, 38b, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				
		A144 (53a)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		B1069 (39b)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1122 (10, 66, 74)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		A12 (19b, 22c, 23, 24)				
		Main Road (E) (34b)				
Severence	24 Hour AAWT	B1122 (4a, 4c, 5)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Financial contriubtion towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)
		A12 (23A)		Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse
		Theberton Bypass (10A)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Sizewell Link Road (east of A12) (57)				(not significant)
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Sizewell Gap (1)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		B1122 (8, 64)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 19b, 21b, 21c, 21e, 25, 26, 27, 32c, 38b, 70, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				
		Main Road (E) (34b)				
		A144 (53a)				
		Main Site Access (67)				
		Darsham P&R (68)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Wickham Market P&R (69)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		B1069 (39b)				
		B1122 (10, 66, 74)		Major Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Major Beneficial (significant)
		A12 (22c, 23, 24)				
	Representative Hour	B1122 (4a, 4c, 5)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Financial contribution towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)
		Theberton Bypass (10A)		Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		A12 (23A)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		B1122 (8)		Moderate Adverse (significant)	Financial contribution towards mitigation of pedestrian impacts on local roads around the main site, including Aldeburgh. Contingent Fund secured via the DoO.	Minor Adverse (not significant)
		Sizewell Gap (1)			n/a	

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Lovers Lane (LEEIE) (3)		Minor Adverse (not significant)		Minor Adverse (not significant)
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 21b, 21c, 21e, 25, 26, 27, 32c, 38b, 70, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				
		A144 (53a)				
		B1122 (64)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1078 (29)				
		B1069 (39b)				
		A12 (19b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		Main Road (E) (34b)				
		B1122 (10, 66, 74)		Major Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Major Beneficial (significant)
		A12 (22c, 23, 24)				
Fear and Intimidation	18 Hour AAWT	A12 (23A)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Moderate Adverse (significant)	Two village bypass is a new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		Sizewell Gap (1)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		Theberton Bypass (10A)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 19b, 21b, 21c, 21e, 25, 26, 27, 32c, 38b, 78, 84)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				
		Main Road (E) (34b)				
		A144 (53a)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		B1069 (39b)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1122 (10, 66, 74)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		A12 (22c, 23, 24)		Moderate Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Moderate Beneficial (significant)

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
	Representative Hour	A12 (23A)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Moderate Adverse (significant)	Two village bypass is a new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		Sizewell Gap (1)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		Theberton Bypass (10A)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 21b, 21c, 21e, 25, 26, 27, 32c, 38b, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				
		A144 (53a)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		B1069 (39b)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1122 (10, 66, 74)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		A12 (19b)				
		Main Road (E) (34b)				
		A12 (22c, 23, 24)		Moderate Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Moderate Beneficial (significant)
Fear and Intimidation (HDV)	18 Hour AAWT	Sizewell Gap (1)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		A1094 (9a, 9c, 22b, 39a)				
		Theberton Bypass (10A)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 19b, 21b, 21c, 21e, 23A, 25, 26, 27, 32c, 38b, 78, 84)				
		Main Road (E) (34b)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		B1078 (73)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		B1069 (39b)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1122 (10, 66, 74)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		A12 (22c, 23, 24)				
		B1078 (28b, 51)				
		B1438 (28c, 82)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A144 (53a)				
		Snape Road (9b)		Nil (not significant)	n/a	Nil (not significant)
		B1125 (11, 41)				
		B1078 (52)				

Table 2-3: 2023 Early Years + SPR Summary Table

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
2028 Preferred Strategy (Busiest Day) + SPR						
Amenity	24 Hour AAWT	Theberton Bypass (10A)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		A12 (23A)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Sizewell Gap (1)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 17a, 17c, 19b, 21b, 21c, 21e, 25, 26, 27, 32c, 34c, 38b, 53b, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				
		Main Road (E) (34b)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A144 (53a)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 33, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		B1069 (39b)				
		B1122 (10, 66, 74)		Major Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Major Beneficial (significant)
		A12 (22c, 23, 24)				
	Representative Hour	Theberton Bypass (10A)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		A12 (23A)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		B1122 (4a, 5)		Moderate Adverse (significant)	Financial contriubtion towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)
		Sizewell Gap (1)			n/a	

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Lovers Lane (LEEIE) (3)		Minor Adverse (not significant)		Minor Adverse (not significant)
		Lovers Lane (4b, 75)				
		B1122 (4c, 8, 64)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 17a, 17c, 21b, 21c, 21e, 25, 26, 27, 32c, 34c, 38b, 53b, 70, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				
		A144 (53a)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 33, 59, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1069 (39b)				
		A12 (19b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		Main Road (E) (34b)				
		B1122 (10, 66, 74)		Major Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Major Beneficial (significant)
		A12 (22c, 23, 24)				
Amenity (HDV)	24 Hour AAWT	Sizewell Gap (1)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Financial contriubtion towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 64)				
		Lovers Lane (4b, 75)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		Main Road (E) (34b)		Major Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		Theberton Bypass (10A)		Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		A12 (23A)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		B1122 (13b)		Moderate Adverse (significant)	Financial contribution towards B1122 Early Years mitigation and B1122 Corridor Repurposing, secured via the DoO.	Minor Adverse (not significant)

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (21b, 21c, 21e, 78)		Moderate Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		B1119 (6, 12b)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1069 (7, 39b, 76)				
		B1122 (8)				
		A1094 (9a, 9c, 22b, 39a)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 17a, 17c, 19b, 25, 26, 27, 32c, 34c, 38b, 53b, 59, 84)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1078 (73)				
		A145 (83)				
		A12 (13a, 22a, 32a, 33, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1078 (29)				
		B1078 (28b, 51)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		A144 (53a)				
		B1438 (82)				
		B1122 (10, 66, 74)		Moderate Beneficial (not significant)	n/a	Moderate Beneficial (not significant)
		A12 (22c, 23, 24)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1438 (28c)		Major Beneficial (significant)	Financial contribution towards public realm, road safety and cycling and walking improvements in Wickham Market. Funds secured via the DoO.	Minor Beneficial (not significant)
		Snape Road (9b)		Nil (not significant)	n/a	Nil (not significant)
		B1125 (11, 41)				
		B1078 (52)				
	Representative Hour	Sizewell Gap (1)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Financial contriubtion towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 64)				
		Lovers Lane (4b, 75)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		Main Road (E) (34b)		Major Adverse (significant)	Financial contribution towards A12 Major Road Network (MRN) scheme or other A12 improvements delivered by SCC. Funding secured via the DoO.	Minor Adverse (not significant)
		Theberton Bypass (10A)		Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		A12 (23A)				
		Sizewell Link Road (east of A12) (57)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		B1122 (13b)		Moderate Adverse (significant)	Financial contribution towards B1122 Early Years mitigation and B1122 Corridor Repurposing, secured via the DoO.	Minor Adverse (not significant)
		B1119 (6, 12b)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		B1122 (8)				
		A1094 (9a, 9c, 22b, 39a)				
		B1121 (12a)				
		A12 (16, 17a, 17c, 19b, 21b, 21c, 21e, 25, 26, 27, 32c, 34c, 38b, 53b, 78, 84)				
		B1069 (39b, 76)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1078 (73)				
		A145 (83)				
		A12 (13a, 22a, 32a, 33, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1078 (29)				
		B1078 (28b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		B1438 (82)				
		B1122 (10, 66, 74)			n/a	

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (22c, 23, 24)		Moderate Beneficial (not significant)		Moderate Beneficial (not significant)
		B1438 (28c)		Major Beneficial (significant)	Financial contribution towards public realm, road safety and cycling and walking improvements in Wickham Market. Funds secured via the DoO.	Major Beneficial (significant)
		B1069 (7)		Nil (not significant)	n/a	Nil (not significant)
		Snape Road (9b)				
		B1125 (11, 41)				
		A1120 (13d, 90)				
		B1078 (51, 52)				
		A144 (53a)				
Pedestrian Delay	24 Hour AAWT	Sizewell Gap (1)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		Theberton Bypass (10A)				
		B1125 (11, 41)				
		B1121 (12a)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A1120 (13d, 90)				
		A12 (16, 17a, 17c, 19b, 21b, 21c, 21e, 23A, 25, 26, 27, 32c, 34c, 38b, 53b, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				
		Main Road (E) (34b)				
		A144 (53a)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 33, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		B1069 (39b)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1122 (10, 66, 74)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		A12 (22c, 23, 24)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
	Representative Hour	A12 (23A)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Two village bypass is a new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		Sizewell Gap (1)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		Theberton Bypass (10A)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 17a, 17c, 21b, 21c, 21e, 25, 26, 27, 32c, 34c, 38b, 53b, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				
		A144 (53a)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A145 (83)				
		A12 (13a, 22a, 32a, 33, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		B1069 (39b)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1122 (10, 66, 74)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		A12 (19b, 22c, 23, 24)				
		Main Road (E) (34b)				
Severance	24 Hour AAWT	B1122 (4a, 4c, 5)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Financial contribution towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Funds secured via the DoO.	Minor Adverse (not significant)
		Theberton Bypass (10A)		Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		A12 (23A)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Sizewell Gap (1)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		B1122 (8, 64)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 17a, 17c, 19b, 21b, 21c, 21e, 25, 26, 27, 32c, 34c, 38b, 53b, 70, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c)				
		Main Road (E) (34b)				
		A144 (53a)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (13a, 22a, 32a, 33, 59, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		B1069 (39b)				
		B1122 (10)		Moderate Beneficial (not significant)	n/a	Moderate Beneficial (not significant)
		A12 (22c, 23, 24)		Major Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Major Beneficial (significant)
		B1122 (66, 74)				
	Representative Hour	B1122 (4a, 4c, 5)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Major Adverse (significant)	Financial contribution towards Leiston Town Centre Improvement Scheme, Leiston Walking and Cycling Scheme and Contingent Fund to address impacts on minor roads around the main site. Funds secured via the DoO.	
		Theberton Bypass (10A)		Major Adverse (significant)	Sizewell link road and Two village bypass are new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		A12 (23A)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1122 (8)		Moderate Adverse (significant)	Financial contribution towards mitigation of pedestrian impacts on local roads around the main site, including Aldeburgh. Contingent Fund secured via the DoO.	Minor Adverse (not significant)
		Sizewell Gap (1)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 17a, 17c, 21b, 21c, 21e, 25, 26, 27, 32c, 34c, 38b, 53b, 70, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				
		A144 (53a)				
		B1122 (64)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A145 (83)				
		A12 (13a, 22a, 32a, 33, 59, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		B1069 (39b)				
		A12 (19b)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		Main Road (E) (34b)				
		B1122 (10)		Moderate Beneficial (not significant)	n/a	Moderate Beneficial (not significant)
		A12 (22c, 23, 24)		Major Beneficial (significant)	Benefits derived from embedded mitigation proposed (Sizewell link road and Two village bypass).	Major Beneficial (significant)
		B1122 (66, 74)				
Fear and Intimidation	18 Hour AAWT	A12 (23A)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Moderate Adverse (significant)	Two village bypass is a new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		Sizewell Gap (1)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		Theberton Bypass (10A)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 17a, 17c, 19b, 21b, 21c, 21e, 25, 26, 27, 32c, 34c, 38b, 53b, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				
		Main Road (E) (34b)				
		A144 (53a)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 33, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		B1069 (39b)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1122 (10, 66, 74)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		A12 (22c, 23, 24)		Moderate Beneficial (not significant)	n/a	Moderate Beneficial (not significant)
	Representative Hour	A12 (23A)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Moderate Adverse (significant)	Two village bypass is a new roads included as Primary (embedded) mitigation.	Minor Adverse (not significant)
		Sizewell Gap (1)		Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		A1094 (9a, 9c, 22b, 39a)				
		Snape Road (9b)				
		Theberton Bypass (10A)				
		B1125 (11, 41)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 17a, 17c, 21b, 21c, 21e, 25, 26, 27, 32c, 34c, 38b, 53b, 78, 84)				
		B1078 (28b, 51, 52, 73)				
		B1438 (28c, 82)				
		A144 (53a)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Middleton Moor Link (65)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 33, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		B1069 (39b)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1122 (10, 66, 74)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		A12 (19b)				
		Main Road (E) (34b)				
		A12 (22c, 23, 24)		Moderate Beneficial (not significant)	n/a	Moderate Beneficial (not significant)
Fear and Intimidation (HDV)	18 Hour AAWT	Sizewell Gap (1)	Primary and Tertiary mitigation described in the ES, Vol. 2, Chapter 10 (Section 10.5) [APP-198], and updated by the Fourth ES Addendum.	Minor Adverse (not significant)	n/a	Minor Adverse (not significant)
		Lovers Lane (LEEIE) (3)				
		B1122 (4a, 4c, 5, 8, 64)				
		Lovers Lane (4b, 75)				
		B1119 (6, 12b)				
		B1069 (7, 76)				
		A1094 (9a, 9c, 22b, 39a)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		Theberton Bypass (10A)				
		B1121 (12a)				
		A1120 (13d, 90)				
		A12 (16, 17a, 17c, 19b, 21b, 21c, 21e, 23A, 25, 26, 27, 32c, 34c, 38b, 53b, 78, 84)				
		Main Road (E) (34b)				
		Sizewell Link Road (east of A12) (57)				
		Theberton Bypass (west of B1125) (63)				
		Middleton Moor Link (65)				
		B1078 (73)				
		Aldeburgh Rd (north of Aldringham Lane) (77)				
		A145 (83)				
		A12 (13a, 22a, 32a, 33, 59, 70, 85, 86, 87, 88)		Negligible (not significant)	n/a	Negligible (not significant)
		B1122 (13b)				
		B1078 (29)				
		B1069 (39b)				
		Main Site Access (67)				
		Darsham P&R (68)				
		Wickham Market P&R (69)				
		B1122 (10, 66, 74)		Minor Beneficial (not significant)	n/a	Minor Beneficial (not significant)
		A12 (22c, 23, 24)				
		B1078 (28b, 51)				

Impact	Time Period	Link	Primary or Tertiary Mitigation	Assessment of Effects	Additional Mitigation	Residual Effects
		B1438 (28c, 82)				
		A144 (53a)				
		Snape Road (9b)		Nil (not significant)	n/a	Nil (not significant)
		B1125 (11, 41)				
		B1078 (52)		Nil (not significant)	n/a	Nil (not significant)

APPENDIX 2C TRANSPORT ENVIRONMENTAL ASSESSMENT ADDENDUM

APPENDIX A SENSITIVITY OF LINKS

Contents

1.1 Non-Motorised Users 2
1.2 Motorised Users 12
1.3 Sensitivity of receptors to a change in road safety 35

Tables

Table 1: Sensitivity of receptors (non-motorised users) 2
Table 2: Sensitivity of receptors (motorised users – 2023 early years) 12
Table 3: Sensitivity of receptors (motorised users – 2028 peak construction) 21
Table 4: Sensitivity of receptors (motorised users – 2034 operational) 30
Table 5: Sensitivity of receptors to a change in road safety 35

Plates

None provided.

Figures

None provided.

APPENDIX A: SENSITIVITY OF LINKS

1.1 Non-Motorised Users

Table 1: Sensitivity of receptors (non-motorised users)

Link Ref	Link Name	Sensitivity	Reasoning
1	Sizewell Gap	Medium	A small campsite and one public footpath intercepts link. Labelled as recreational route.
2	King George's Avenue	High	Leiston Primary School on link - a key desire line across the carriageway with residential dwellings on both sides of link. Narrow footways to the east with employment to the north of link. Two public footpaths intercept link.
3	Lovers Lane ("Big Field")	Medium	The link has a narrow footway with limited number of properties fronting the road. Two public footpaths intercept link
4a	B1122 (S)	Medium	No sensitive receptors. One public footpath intersects link.
4b	Lovers Lane	Medium	One public footpath intercepts link. Narrow footways. Residential dwellings primarily on one side of link. No sensitive receptors.
4c	B1122 (N)	High	Leiston Abbey. Pro Corda Music School and Leiston Abbey Residential Home accessible from the B1122. Footway provided on the east side of the carriageway. Regional Cycle Route 42 runs along the B1122, between Abbey Lane and an unnamed road to the Eels Foot Inn.
5	B1122 Abbey Road (existing level crossing)	High	Numerous shop frontages, Leiston FC, Quaker House. One public footpath intersects link. Sumerhill School to the west of link. Campsite - with tourists, to the north of railway crossing. Narrow footways surrounding level crossing.
6	B1119 Saxmundham Road	High	Five public footpaths intercept link. St Margaret Parish Church Leiston Children's Centre and Shining Stars Nursery. Narrow footway provision on some parts of link.
7	B1069 Coldfair Green	High	Primary school to the south of B1069 with residential dwellings to the north, therefore significant desire line for crossing the road. Pear Tree Residential Home. A number of shops and Butchers Arms pub fronting road. Bus stops on either side of B1069. Narrow footways in some places.

Link Ref	Link Name	Sensitivity	Reasoning
8	B1122 Aldeburgh	High	One public footpath intersects link. Aldringham Court Residential Home on B1122 north of Aldeburgh. Schools to the south of Aldeburgh. High concentration of residential dwellings. Bus stops along links. Aldeburgh is a key tourist destination.
9a	A1094 (W)	Medium	Saint John the Baptist Snape. One public footpath intercepts link.
9b	Church Road / Snape Road	High	Snape Community Primary School, Snape Village Hall. Two public footpaths intersect the link. Residentials dwellings on both sides of link.
9c	A1094 (E)	Medium	Two public footpaths intersect link. Regional Cycle Route 42 runs along the A1094 between Priory Road and Mill Road. No sensitive receptors and no footway provision along parts of the link. Small number of residential dwellings.
10	B1122 through Theberton	Medium	Campsite and St Peters St Church and one pub. Campsite only 5 pitches. No footway from campsite to village. Narrow footway provision for the majority of the village. Medium concentration of sensitive receptors.
10A	Theberton Bypass	Medium	Two public footpaths intercept link
11	B1125 through Westleton	High	Adventure playground, Saint Peter's Church, Westleton Village Hall, shops, pub and local facilities on link. Residential dwellings on both sides of link therefore significant desire line. Narrow footway provision.
12a	B1121 (N)	High	Library, schools to the west of Saxmundham, local facilities and amenities in a town centre environment. Key desire lines to cross link. Narrow footways in some locations.
12b	B1119 (E)	High	A number of shops, residential dwellings to the north and south of link and a key desire line to local facilities and amenities. St johns church to the south. Narrow footways to these residential areas. One public footpath intersects link to the east.
12c	B1121 (S)	Medium	Two public footpath and National Cycle Route intersect link. Residential dwellings on both sides of link therefore some desire lines. Narrow footways with vehicles parked on footways.
13a	A12 (N)	Low	Small number of residential dwellings, with few pedestrian desire lines across carriageway to bus stops/ train station.

Link Ref	Link Name	Sensitivity	Reasoning
13b	B1122	Low	Small number of residential dwellings. Narrow footway on one side of carriageway.
13c	A12 (middle)	High	Primary School to the north of the A12. Pub to the south of A12. Residents therefore will be crossing the A12. Residential dwelling on both sides of A12 so pedestrians crossing carriageway. Footpaths are narrow at the edges of Yoxford
13d	A1120	High	Yoxford and Peasenhall Primary School and Norwood House. One public footpath intersects link. Narrow footways along some parts of link.
13e	A12 (S)	Medium	Two public footpaths intersect link. A number of residential dwellings to the east of the link.
14	A12 north of Darsham park and ride	Medium	Traffic free cycle route to Darsham Station. One public footpath intercepts links
15	A144 Halesworth	High	Village location with a Primary School (Edgar Sewter School) close to link. number of facilities and amenities, church, doctors surgery, children's play area. National cycle route along part of link. Two public footpath intercepts link
16	A12 Wrentham	High	Shops with roadside frontage, Wrentham Village Hall, tennis and bowls club and Wrentham Chapel. High concentration of residential dwellings. Narrow footways along parts of link. One public footpath intercepts link.
17a	A12 (N)	Medium	Three public footpaths intersect link.
17b	B1125	Medium	Bridleway intercepts link. Narrow footways along parts of link. Medium concentration of residential dwellings.
17c	A12 (S)	Medium	Narrow footway, two public footpaths intercept link. No sensitive receptors. Bus stops to the north of the link but narrow footway access
18	A145 Beccles	High	Sports centre, Beccles Hospital, Big Sky Children's Nursery, a secondary school, primary school and shops. Town setting, with a number of sensitive receptors such as schools, doctors surgeries in the area with shops, facilities and amenities fronting A145
19a	A1117 (N)	High	Primary school located to the east of link (not directly though). The Dell care home located on link. Roseday park and playground. High concentration of dwellings. One public footpath intercepts link.
19b	A12 (N)	Medium	National cycle route 517 run parallel to A12 and crosses A12 at a formal crossing). Controlled

Link Ref	Link Name	Sensitivity	Reasoning
			crossing points for pedestrians and cyclists to cross. Adequate footway.
19c	B1384 Stradbroke Rd	High	Primary and high school located to the south, therefore a key desire line to cross link. The Grove residential home located adjacent to link. One public footpath and one bridleway intercepts link.
19d	A12 (S)	Low	Adequate shared pedestrian and cycle route along link. Few pedestrian / desire lines along route which are at controlled crossings / pedestrian / cycle bridge.
19e	A1145 (W)	High	Primary school to the north of link and Carlton Colville skate park to the south. Informal crossing near roundabout to the east. Adequate shared pedestrian and cycle route along link. 517 cycle route along link and crosses link. One public footpath intercepts link.
20	A1095 Southwold	High	Tourist destination with a number of facilities and amenities and sensitivity receptors i.e. schools and churches. Regional cycle route 31 intersects the link as well as public footpaths.
21a	B1119 (west of A12)	Medium	Three public footpath intercept link and on-road cycle route. No footway provision. Rural area. No sensitive receptors.
21b	A12 (north of B1119)	Medium	Pedestrian desire lines across the carriageway due to public footpaths intercepting A12.
21c	A12 (middle)	Medium	Pedestrian desire lines across the carriageway due to public footpaths intercepting A12.
21d	B1119 (east of A12)	High	True-Care assisted living and memorial field. Saxmundham school to the south of link. Saxmundham skate park adjacent to the link. Crossing of link a significant desire line. Narrow footpaths.
21e	A12 (south of B1119)	Medium	Pedestrian desire lines across the carriageway due to public footpaths intercepting A12.
22a	A12 (N)	Very low	No sensitive receptors. No desire lines for pedestrians of cyclists to cross carriageway.
22b	A1094	Medium	One public footpath intercepts link. Friday Street farm shop and car boot sale. No footway provision along link.
22c	A12 (S) (Farnham)	Medium	Some pedestrian/ cycle desire lines across the A12. Two public footpath intersect the link.
23	A12 Farnham Bend	Medium	Narrow footway provision i.e. limited separation from traffic. Small concentration of residential dwellings.
23A	A12 two village bypass	Medium	Public footpaths intersect bypass.

Link Ref	Link Name	Sensitivity	Reasoning
24	A12 Stratford St Andrew (Low Road)	Medium	Regional Cycle Network Route 41 intersects route.
25	A12 Little Glemham	Medium	One public footpath intercepts link. Some cycle desire lines across the A12 is to the east of Standford St Andrews, Approx. 2 Km to the east, therefore not relevant for this link. Little Glemham has some residential dwelling, no sensitivity receptors other than a pub and narrow footways.
26	A12 Marlesford	Medium	Two public footpaths intersect the link. Residential area to the north of A12.
27	A12 south of Wickham Market	Medium	One public footpath intersects the link. No sensitive receptors.
28a	B1078 Wickham Market	Medium	Bridleway and public footpath intercept link. Residential dwelling to the south of link only. Narrow footways.
28b	B1078 Wickham Market (east of B1438)	High	Education centre to the east. Play barn and café front the link, residential dwelling on both side of link with desire line to cross link. Bridleway intercepts link. Narrow footways.
28c	B1438 High Street, Wickham Market	High	Primary school to the west of link, All Saints church. Amenities and facilities fronting link. Public footpath intercepts link. Narrow footpaths.
29	B1078 onslip to A12	Very low	Rural area. No sensitive receptors.
30	B1116 Hatcheston	Medium	Four public footpaths intercepts link and one bridleway. Medium concentration of residential dwelling along both sides of link. Hacheston village hall and All Saint's church. Narrow footpaths
31	B1069 Tunstall	Medium	Four public footpaths intercept link. No sensitive receptors on link. No footway provision. A small number of dwellings fronting link.
32a	A12 (N)	Very low	No sensitive receptors. No desire lines across A12. Footpath narrow but significant grass verge between footway and link.
32b	A1152	High	Melton Community primary school. Three public footpaths and two bridleways intersect the link. National Cycle Route 1.
32c	A12 (S)	Medium	One public footpath intersects the link.
33	A12 south of Woodbridge	Very low	Rural area. No sensitive receptors.
34a	A12 (N)	Very low	No sensitive receptors or footways.

Link Ref	Link Name	Sensitivity	Reasoning
34b	Main Road (E)	High	Children nursery. Primary school to the north of the link, residential dwellings to the south - key desire line to cross link. Narrow footways.
34c	A12 (S)	Medium	Significant desire line across link via footbridge. No sensitive receptors.
34d	A1214 Main Road (W)	High	Catholic Church of the Holy Family and Saint Michael. Kesgrave High School and Roundabout Day Nursery. Residential dwellings located to the south. Significant desire line to cross link.
35	A14 south of Ipswich (east of Copdock junction)	Medium	One public footpath intercepts link at grade. National Cycle Route 1 intersects the link, via an underbridge (so not affected by traffic). Two Bridleway intercepts link one via a bridge, one at grade.
36	A14 south of Ipswich (west of Seven Hills junction)	Medium	One public footpath intersects the link.
37	A14 Felixstowe branch (east of Seven Hills junction)	Medium	National Cycle Network Route 51 runs adjacent to the link and one public footpath intersects.
38a	B1079 Woodbridge w/o A12	Medium	Two public footpaths intercept link. Narrow / no footway provision.
38b	A12 Woodbridge n/o B1079	Medium	One public footpath intercepts link, but formal pedestrian crossing available. A number residential dwellings fronting link. Petrol station and convenience store. Narrow footpaths in some place with footways next to carriageway.
38c	B1079 Woodbridge e/o A12	High	St Marys C of E Primary School and Woodbridge Lodge Care Home. Public footpath intercepts link. Narrow footpaths in some locations.
39a	A1094 (west of B1069)	Medium	One public footpath and one bridleway intercept link.
39b	B1069 (north of A1094)	Very low	No sensitive receptors, public footpaths, cycle route or residential dwellings on link. No footway provision.
39c	A1094 (east of B1069)	Very low	No sensitive receptors, public footpaths, cycle route or residential dwellings on link. No footway provision.
41	B1125 through Middleton	Medium	Reckford Roost Farm Shop and Café. Two public footpath intercept link.
42	B1125 (south of B1387)	Medium	Public footpath intercepts link and National Cycle Route 42 intercepts link.

Link Ref	Link Name	Sensitivity	Reasoning
43	A1120 (east of Dennington)	Low	No sensitive receptors.
44	A1120 (west of Dennington)	High	Dennington Primary School, St Mary's Church and Dennigton Village Hall. Two public footpaths intersect the link. One bridleway intercepts link.
45	A1120 (east of Pettaugh)	Medium	The Church of Saint Catherine Pettaugh. Two public footpaths intercept link. No footway provision.
46	B1119 (east of Framlingham)	High	Schools in the vicinity, Skatepark, with high concentration of residential dwellings. Five public footpaths that intercept link.
47	B1119 (through Framlingham)	High	Saint Clare's Catholic Church Framlingham, The Church of Saint Michael, Mills Meadow Care Home, shop frontages. Primary School, Framlingham Surgery, Framlingham College. National cycle route 1 crosses and routes along link. A number of facilities and amenities fronting link.
48	B1119 (east of Saxstead Green)	High	Thomas Mills High School. Bridleway and four public footpaths intercept link. A number of residential dwellings. Two public footpaths intercept link.
49	B1078 (east of Clopton)	Medium	Two public footpaths intercept link. Cluster of residential dwelling to the north of link. Clopton Village Hall to the south of link. No footway provision.
50	B1079 (west of Clopton)	Medium	Three public footpath intercept link. No sensitive receptors and rural location.
51	B1078 (through Gibraltar)	High	Suffolk New College on link. Rural location. No footways. Three public footpaths intercept link
52	B1078 (west of Coddenham)	High	St Mary's Church, shops with roadside frontage, roads used by pedestrian with no /poor footway provision. Three public footpaths intercepts the link.
53a	A144 (west of A12)	High	Pre and primary school and church. Residential dwellings on both sides of links, therefore a significant desire line. Narrow footways.
53b	A12 (north of A144)	Medium	Public footpath intercepts link, no footway provision on link.
53c	A12 (south of A144)	Medium	Public footpath intercepts link. Inadequate footway provision - narrow. No sensitive receptors.
55	A140 (south of B1078)	Medium	National Cycle Network Route 51 runs intersects link.
56	A140 (north of B1078)	Medium	Four public footpaths intercept link and one bridleway.

Link Ref	Link Name	Sensitivity	Reasoning
57	Sizewell Link Road (east of A12)	Medium	One public footpath intersects link.
58	A12 (north of SLR)	Very low	Rural area. No sensitive receptors. No desire lines across / along link.
59	A12 (south of SLR)	Very low	Rural area. No sensitive receptors. No desire lines across / along link.
62	B1079 (south of Otley)	Medium	St Mary's Church Otley Suffolk, adequate footway provision. Two public footpaths intersect link.
63	Theberton Bypass (west of B1125)	Medium	One public footpath intersects link.
64	B1122 north of SZC access	Medium	Three public footpaths intersects link. No footway provision along link. No sensitive receptors.
65	Link Road joining SLR with B1122 (east of A12)	Medium	One public footpath intersects link.
66	B1122 west of B1125	Medium	One public footpaths intercept the link. No footway provision along B1122. Small number of residential dwelling but not fronting B1122.
67	Main Site Access	Very low	No sensitive receptors.
68	Northern park and ride at Darsham	Very low	No sensitive receptors.
69	Southern park and ride at Wickham Market	Very low	Rural area, no sensitive receptors.
70	A12 on-slip (west of southern park and ride	Very low	Rural area, no sensitive receptors.
71	B1116 north of B1078	Medium	Bridleway intercepts link.
72	B1078 west of B1116	Medium	Oliver Hayward Playbarn & Café. One public footpath intersect the link. Cluster of residential dwellings on one side of link and bus stop to the east of roundabout. Narrow footways.
73	B1078 south of B1116	Medium	One bridleway and one public footpath intercepts link.
74	B1122 (Middleton Moor)	Medium	One public footpath intercepts the link. No separation from traffic provided by the highway environment.
75	Lovers Lane	Medium	One public footpath intercepts link.
76	B1069 (north of Aldringham Lane)	Medium	One public footpath intercepts link.
77	Aldeburgh Rd (north of Aldringham Lane)	Medium	Bridleway and two public footpath intercepts link. A small number of residential dwellings along link.

Link Ref	Link Name	Sensitivity	Reasoning
78	A12 (north of B1121)	Medium	One public footpath intercepts link. No sensitive receptors. Rural area. Residential area. Narrow footpaths. No sensitive receptors.
79	B1121 at Benhall	Medium	Narrow footways. One public footpath intercepts link. Bus stops located on link. Residential dwelling located to the south of link including a school (not high as residential dwelling located to the south, therefore limited road crossings/ desire line.
80	A1152 at Rendlesham	Medium	Limited footway provision along link but not a key pedestrian desire line as alternative routes available within housing development. One public footpath intercepts link but not part of PRoW network. No dwellings to the south of link, so not a key desire line to cross link.
81	B1078 at Campsea Ashe	High	Allonsfield House Care Home, St John the Baptist Church, Wickham Market Station. One public footpath intercepts link and cycle route. Narrow footways.
82	B1438 Melton Hill	High	Melton Playing Fields, shops with roadside frontage, Melton Community Primary School. Four public footpaths intersect the link.
83	A145 west of A12	Medium	One public footpath intercepts link. No sensitive receptors. Rural area.
84	A12 south of B1126	Medium	One public footpath intersects link.
85	A12 south of A1095	Very low	No sensitive receptors, residential dwellings. Rural location.
86	A12 south of B1387	Very low	No sensitive receptors, residential dwellings. Rural location.
87	A12 south of Eagle Way/Anson Rd roundabout	Very low	No desire lines across link (only via pedestrian bridge) or along link (no footway provision). No sensitive receptors adjacent to link.
88	A12 south of Foxhall Road	Very low	No desire lines across link. No sensitive receptors adjacent to link. Rural location.
89	A1120 east of A140	High	Tennis Courts, Stonham Aspal C of E Primary School, Stonham Aspal Pre-school, Casa Mexico shop frontage, St Mary & St Lambert church, campsite. A number of residential dwellings. Narrow footways. A number of public footpaths intercept link.
90	A1120 Sibton (east of Mill Hill)	High	Shops with roadside frontage, Peasenhall and Sibton Methodist Church, Saint Peter's Sibton and Sibton Nursery School. Four public footpaths and one public bridleway intersect the link. Narrow / no footway provision. National cycle route 1 along link.

Link Ref	Link Name	Sensitivity	Reasoning
91	A1152 at Eyke	High	Eyke C of E VCP School, All Saints Eyke and shops with roadside frontage. Dwellings located on both sides of link.

1.2 Motorised Users

Table 2: Sensitivity of receptors (motorised users – 2023 early years)

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
1	Sizewell Gap	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2	King George's Avenue	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	Lovers Lane (LEEIE)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
4a	B1122 (S)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
4b	Lovers Lane	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
4c	B1122 (N)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
5	B1122 Abbey Road (existing level crossing)	0.197	0.353	0.568	0.546	0.419	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
6	B1119 Samundham Road	0.381	0.515	0.775	0.806	0.665	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Low	Low	Very Low
7	B1069 Coldfair Green	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8	B1122 Aldeburgh	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9a	A1094 (W)	0.020	0.130	0.170	0.170	0.130	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
9b	Snape Road	0.290	0.440	0.600	0.670	0.660	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
9c	A1094 (E)	0.010	0.010	0.050	0.040	0.030	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
10	B1122 through Theberton	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
11	B1125 through Westleton	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
12a	B1121 (N)	0.475	0.654	0.844	0.992	1.014	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Low	Medium	High

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
12b	B1119 (E)	0.257	0.630	0.876	0.974	1.080	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Medium	Medium	High
12c	B1121 (S)	0.090	0.218	0.386	0.472	0.393	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
13b	B1122	N/A	N/A	N/A	N/A	N/A	1.179	14.927	3.767	10.030	14.668	Very Low	Low	Low	Medium	Medium
13c	A12 (middle)	N/A	N/A	N/A	N/A	N/A	0.070	1.770	0.713	0.840	0.099	Very Low	Very Low	Very Low	Very Low	Very Low
13d	A1120	N/A	N/A	N/A	N/A	N/A	0.677	3.321	1.484	2.636	3.105	Medium	Medium	High	High	High
13e	A12 (S)	0.850	0.850	0.850	0.850	0.850	N/A	N/A	N/A	N/A	N/A	Low	Low	Low	Low	Low
16	A12 Wrentham	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
17a	A12 (N)	0.850	0.850	0.850	0.850	0.850	N/A	N/A	N/A	N/A	N/A	Low	Low	Low	Low	Low
17b	B1125	0.090	0.240	0.330	0.490	0.430	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
17c	A12 (S)	0.000	0.000	0.010	0.010	0.010	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
19b	A12 (N)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
19d	A12 (S)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
21b	A12 (north of B1119)	0.000	0.020	0.040	0.030	0.030	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
21c	A12 (middle)	0.010	0.110	0.160	0.180	0.230	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
21e	A12 (south of B1119)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
22a	A12 (N)	0.050	0.130	0.210	0.200	0.240	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
22b	A1094	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
22c	A12 (S) (Farnham)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
23	A12 Farnham Bend	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
24	A12 Stratford St Andrew (Low Road)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
25	A12 Little Glemham	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
26	A12 Marlesford	0.000	0.030	0.000	0.020	0.020	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
27	A12 south of Wickham Market	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
28b	B1078 Wickham Market (east of B1438)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
29	B1078 onslip to A12	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
32a	A12 (N)	0.270	0.610	0.870	0.640	0.560	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Medium	Very Low	Very Low

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
32c	A12 (S)	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Low	Very Low	Very Low	Very Low	Very Low	Low	Very Low	Very Low
33	A12 south of Woodbridge	N/A	N/A	N/A	N/A	N/A	Very Low	Low	Low	Low	Low	Very Low	Low	Low	Low	Low
34a	A12 (N)	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Low	Very Low	Very Low	Very Low	Very Low	Low	Very Low	Very Low
34c	A12 (S)	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Low	Very Low	Very Low	Very Low	Very Low	Low	Very Low	Very Low
38b	A12 Woodbridge n/o B1079	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Low	Very Low	Very Low	Very Low	Very Low	Low	Very Low	Very Low
39a	A1094 (west of B1069)	0.020	0.050	0.060	0.030	0.020	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
39b	B1069 (north of A1094)	0.370	0.780	0.650	0.700	0.830	N/A	N/A	N/A	N/A	N/A	Very Low	Low	Very Low	Very Low	Low
41	B1125 through Middleton	0.100	0.230	0.230	0.150	0.090	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
42	B1125 (south of B1387)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
44	A1120 (west of Dennington)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
53a	A144 (west of A12)	N/A	N/A	N/A	N/A	N/A	1.693	23.576	19.025	2.287	8.657	Very Low	Medium	Medium	Low	Low
53b	A12 (north of A144)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
58	A12 (north of SLR)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
59	A12 (south of SLR)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
64	B1122 north of SZC access	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
66	B1122 west of B1125	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
67	Main Site Access	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
68	Darsham P&R	N/A	N/A	N/A	N/A	N/A	0.000	1.399	2.571	-0.117	1.524	Very Low	Low	Medium	Low	High
69	Wickham Market P&R	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
70	A12 on-slip (west of WM P&R)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
74	B1122 (Middleton Moor)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
75	Lovers Lane	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
78	A12 (north of B1121)	0.000	0.000	0.000	0.010	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
83	A145 west of A12	0.110	0.310	0.340	0.200	0.190	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
84	A12 south of B1126	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
85	A12 south of A1095	0.850	0.850	0.850	0.850	0.850	N/A	N/A	N/A	N/A	N/A	Low	Low	Low	Low	Low

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
86	A12 south of B1387	0.030	0.060	0.060	0.070	0.070	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
87	A12 south of Eagle Way/Anson Rd roundabout	N/A	N/A	N/A	N/A	N/A	Very Low	Low	High	Low	Low	Very Low	Low	High	Low	Low
88	A12 south of Foxhall Road	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Low	Very Low	Very Low	Very Low	Very Low	Low	Very Low	Very Low
90	A1120 Sibton (east of Mill Hill)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table 3: Sensitivity of receptors (motorised users – 2028 peak construction)

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
1	Sizewell Gap	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	Lovers Lane (LEEIE)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
4a	B1122 (S)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
4b	Lovers Lane	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
4c	B1122 (N)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
5	B1122 Abbey Road (existing level crossing)	0.182	0.357	0.571	0.542	0.437	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
6	B1119 Samundham Road	0.312	0.538	0.800	0.847	0.710	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Low	Low	Low
7	B1069 Coldfair Green	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8	B1122 Aldeburgh	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
9a	A1094 (W)	0.020	0.140	0.170	0.180	0.150	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
9b	Snape Road	0.300	0.460	0.650	0.720	0.690	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Low	Very Low
9c	A1094 (E)	0.010	0.010	0.050	0.040	0.040	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
10	B1122 through Theberton	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10A	Theberton Bypass	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
11	B1125 through Westleton	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
12a	B1121 (N)	0.487	0.659	0.866	1.024	1.018	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Medium	High	High
12b	B1119 (E)	0.280	0.798	0.933	1.045	1.083	N/A	N/A	N/A	N/A	N/A	Very Low	Low	Medium	High	High
13a	A12 (N)	N/A	N/A	N/A	N/A	N/A	7.764	7.550	8.787	7.959	7.435	Very Low	Very Low	Very Low	Very Low	Very Low

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
13b	B1122	N/A	N/A	N/A	N/A	N/A	2.065	-0.639	0.439	-4.254	-2.373	Very Low	Low	Low	Medium	Medium
13d	A1120	N/A	N/A	N/A	N/A	N/A	0.851	0.475	0.648	2.235	0.284	Medium	High	High	High	High
16	A12 Wrentham	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
17a	A12 (N)	0.850	0.850	0.850	0.850	0.850	N/A	N/A	N/A	N/A	N/A	Low	Low	Low	Low	Low
17c	A12 (S)	0.000	0.000	0.010	0.010	0.010	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
19b	A12 (N)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
21b	A12 (north of B1119)	0.010	0.020	0.040	0.030	0.030	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
21c	A12 (middle)	0.010	0.120	0.180	0.180	0.210	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
21e	A12 (south of B1119)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
22a	A12 (N)	0.050	0.130	0.230	0.210	0.250	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
22b	A1094	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
22c	A12 (S) (Farnham)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
23	A12 Farnham Bend	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
23A	A12 Two Village Bypass	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
24	A12 Stratford St Andrew (Low Road)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
25	A12 Little Glemham	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
26	A12 Marlesford	0.000	0.030	0.000	0.020	0.020	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
27	A12 south of Wickham Market	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
28b	B1078 Wickham Market (east of B1438)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
28c	B1438 High Street, Wickham Market	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
29	B1078 onslip to A12	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
32a	A12 (N)	0.280	0.640	0.900	0.670	0.590	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Medium	Very Low	Very Low
32c	A12 (S)	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Low	Very Low	Very Low	Very Low	Very Low	Low	Very Low	Very Low
33	A12 south of Woodbridge	N/A	N/A	N/A	N/A	N/A	Very Low	Low	Low	Low	Low	Very Low	Low	Low	Low	Low
34a	A12 (N)	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Low	Very Low	Very Low	Very Low	Very Low	Low	Very Low	Very Low
34b	Main Road (E)	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
34c	A12 (S)	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Low	Very Low	Very Low	Very Low	Very Low	Low	Very Low	Very Low
38b	A12 Woodbridge n/o B1079	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Low	Very Low	Very Low	Very Low	Very Low	Low	Very Low	Very Low
39a	A1094 (west of B1069)	0.020	0.050	0.060	0.030	0.020	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
39b	B1069 (north of A1094)	0.380	0.810	0.660	0.750	0.810	N/A	N/A	N/A	N/A	N/A	Very Low	Low	Very Low	Low	Low
41	B1125 through Middleton	0.100	0.230	0.230	0.160	0.100	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
51	B1078 (through Gibraltar)	0.150	0.480	0.870	0.790	0.820	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Medium	Low	Low
52	B1078 (west of Coddenham)	0.200	0.480	0.910	0.520	0.520	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Medium	Very Low	Very Low
53a	A144 (west of A12)	N/A	N/A	N/A	N/A	N/A	7.610	15.625	-2.556	2.367	-2.920	Low	Medium	Medium	Low	Low
53b	A12 (north of A144)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
57	Sizewell Link Road (east of A12)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
59	A12 (south of SLR)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
63	Theberton Bypass (west of B1125)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
64	B1122 north of SZC access	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
65	Middleton Moor Link	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
66	B1122 west of B1125	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
67	Main Site Access	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
68	Darsham P&R	N/A	N/A	N/A	N/A	N/A	33.140	3.513	-1.911	-5.952	5.233	Very Low	Low	Medium	High	Low

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
69	Wickham Market P&R	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
70	A12 on-slip (west of WM P&R)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
73	B1078 south of B1116	0.130	0.370	0.450	0.430	0.410	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
74	B1122 (Middleton Moor)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
75	Lovers Lane	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
76	B1069 (north of Aldringham Lane)	0.315	0.514	0.827	0.831	0.704	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Low	Low	Low
77	Aldeburgh Rd (north of Aldringham Lane)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
78	A12 (north of B1121)	0.010	0.010	0.010	0.010	0.010	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
82	B1438 Melton Hill	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
83	A145 west of A12	0.110	0.320	0.360	0.230	0.200	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
84	A12 south of B1126	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
85	A12 south of A1095	0.850	0.850	0.850	0.850	0.850	N/A	N/A	N/A	N/A	N/A	Low	Low	Low	Low	Low
86	A12 south of B1387	0.030	0.060	0.060	0.080	0.080	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
87	A12 south of Eagle Way/Anson Rd roundabout	N/A	N/A	N/A	N/A	N/A	Very Low	Low	High	Low	Low	Very Low	Low	High	Low	Low
88	A12 south of Foxhall Road	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Low	Very Low	Very Low	Very Low	Very Low	Low	Very Low	Very Low
90	A1120 Sibton (east of Mill Hill)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table 4: Sensitivity of receptors (motorised users – 2034 operational)

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
3	Lovers Lane (LEEIE)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
4a	B1122 (S)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
4c	B1122 (N)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
5	B1122 Abbey Road (existing level crossing)	0.217	0.427	0.538	0.554	0.486	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
6	B1119 Samundham Road	0.381	0.623	0.835	0.922	0.799	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Low	Medium	Low
7	B1069 Coldfair Green	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9b	Snape Road	0.300	0.490	0.660	0.780	0.690	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Low	Very Low
10	B1122 through Theberton	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10A	Theberton Bypass	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
11	B1125 through Westleton	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
12b	B1119 (E)	0.293	0.684	0.955	1.114	1.073	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Medium	High	High
12c	B1121 (S)	0.095	0.292	0.493	0.621	0.596	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
22c	A12 (S) (Farnham)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
23	A12 Farnham Bend	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
23A	A12 Two Village Bypass	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
24	A12 Stratford St Andrew (Low Road)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
28c	B1438 High Street, Wickham Market	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
29	B1078 onslip to A12	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
41	B1125 through Middleton	0.110	0.230	0.140	0.170	0.110	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
57	Sizewell Link Road (east of A12)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
63	Theberton Bypass (west of B1125)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
64	B1122 north of SZC access	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
65	Middleton Moor Link	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
66	B1122 west of B1125	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
67	Main Site Access	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
70	A12 on-slip (west of WM P&R)	0.000	0.000	0.000	0.000	0.000	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
74	B1122 (Middleton Moor)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
76	B1069 (north of Aldringham Lane)	0.439	0.700	0.841	0.866	0.767	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Low	Medium	Low
77	Aldeburgh Rd (north of Aldringham Lane)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
82	B1438 Melton Hill	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
83	A145 west of A12	0.120	0.320	0.390	0.250	0.250	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
84	A12 south of B1126	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
85	A12 south of A1095	0.850	0.850	0.850	0.850	0.850	N/A	N/A	N/A	N/A	N/A	Low	Low	Low	Low	Low
86	A12 south of B1387	0.030	0.060	0.070	0.090	0.090	N/A	N/A	N/A	N/A	N/A	Very Low	Very Low	Very Low	Very Low	Very Low
87	A12 south of Eagle Way/Anson Rd roundabout	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
88	A12 south of Foxhall Road	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Link	Link Description	RFC					% Change in journey time from free flow conditions					Sensitivity				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
91	A1152 at Eyke	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

1.3 Sensitivity of receptors to a change in road safety

Table 5: Sensitivity of receptors to a change in road safety

Link	Link Name	Sensitivity
1	Sizewell Gap	Very Low
2	King George's Avenue	Medium
3	Lovers Lane ("Big Field")	High
4a	B1122 (S)	Very Low
4b	Lovers Lane	High
4c	B1122 (N)	Very Low
5	B1122 Abbey Road (existing level crossing)	Very Low
6	B1119 Saxmundham Road	Low
7	B1069 Coldfair Green	Very Low
8	B1122 Aldeburgh	Very Low
9a	A1094 (W)	Very Low
9b	B1069 Snape Road	Medium
9c	A1094 (E)	Very Low
10	B1122 through Theberton	Medium
10A	Theberton Bypass	New Scheme
11	B1125 through Westleton	Medium
12a	B1121 (N)	Low
12b	B1119 (E)	Low
12c	B1121 (S)	Low
13a	A12 (N)	Very Low
13b	B1122	Medium
13c	A12 (middle)	Low
13d	A1120	Low
13e	A12 (S)	Low
14	A12 north of Darsham park and ride	Very Low

Link	Link Name	Sensitivity
15	A144 Halesworth	Medium
16	A12 Wrentham	Very Low
17a	A12 (N)	Very Low
17b	B1125	Medium
17c	A12 (S)	Very Low
18	A145 Beccles	Very Low
19a	A1117 (N)	Very Low
19b	A12 (N)	Medium
19c	B1384 Stradbroke Rd	Very Low (Estimated)
19d	A12 (S)	Medium
19e	A1145 (W)	Very Low
20	A1095 Southwold	Medium
21a	B1119 (west of A12)	High
21b	A12 (north of B1119)	Very Low
21c	A12 (middle)	Very Low
21d	B1119 (east of A12)	Low
21e	A12 (south of B1119)	Very Low
22a	A12 (N)	Very Low
22b	A1094	Very Low
22c	A12 (S) (Farnham)	Very Low
23	A12 Farnham Bend	Very Low
23A	A12 Two Village Bypass	New Scheme
24	A12 Stratford St Andrew (Low Road)	Very Low
25	A12 Little Glemham	Very Low
26	A12 Marlesford	Very Low
27	A12 south of Wickham Market	Very Low
28a	B1078 Wickham Market	Low

Link	Link Name	Sensitivity
28b	B1078 Wickham Market (east of B1438)	Low
28c	B1438 High Street, Wickham Market	Medium
29	B1078 onslip to A12	Very Low (Estimated)
30	B1116 Hacheston	Low
31	B1069 Tunstall	Medium
32a	A12 (N)	Very Low
32b	A1152	Very Low
32c	A12 (S)	Medium
33	A12 south of Woodbridge	Medium
34a	A12 (N)	Medium
34b	Main Road (E)	Very Low (Estimated)
34c	A12 (S)	Medium
34d	A1214 Main Road (W)	Very Low
35	A14 south of Ipswich (east of Copdock jcn)	Medium
36	A14 south of Ipswich (west of Seven Hills jcn)	Medium
37	A14 Felixstowe branch (east of Seven Hills jcn)	Very Low
38a	B1079 Woodbridge w/o A12	Very Low
38b	A12 Woodbridge n/o B1079	Low
38c	B1079 Woodbridge e/o A12	Very Low
39a	A1094 (west of B1069)	Medium
39b	B1069 (north of A1094)	Very Low
39c	A1094 (east of B1069)	Low
41	B1125 through Middleton	Medium
42	B1125 (south of B1387)	Medium
43	A1120 (east of Dennington)	Low
44	A1120 (west of Dennington)	Low
45	A1120 (east of Pettaugh)	Low

Link	Link Name	Sensitivity
46	B1119 (east of Framlingham)	High
47	B1119 (through Framlingham)	High
48	B1119 (east of Saxstead Green)	High
49	B1078 (east of Clopton)	Low
50	B1079 (west of Clopton)	Low
51	B1078 (through Gibraltar)	Low
52	B1078 (west of Coddenham)	Low
53a	A144 (west of A12)	Medium
53b	A12 (north of A144)	Very Low
53c	A12 (south of A144)	Very Low
55	A140 (south of B1078)	Very Low
56	A140 (north of B1078)	Very Low
57	Sizewell Link Road (east of A12)	New Scheme
58	A12 (north of SLR)	Low
59	A12 (south of SLR)	Medium
62	B1079 (south of Otley) should be north?	Very Low
63	Theberton Bypass (west of B1125)	New Scheme
64	B1122 north of SZC access	Very Low
65	Middleton Moor Link	New Scheme
66	B1122 west of B1125	Medium
67	Main Site Access	New Scheme
68	Darsham P&R	New Scheme
69	Wickham Market P&R	New Scheme
70	A12 on-slip (west of WM P&R)	Very Low (Estimated)
71	B1116 north of B1078	Low
72	B1078 west of B1116	Low
73	B1078 south of B1116	Low

Link	Link Name	Sensitivity
74	B1122 (Middleton Moor)	Medium
75	Lovers Lane	High
76	B1069 (north of Aldringham Lane)	Very Low
77	B1122 Aldeburgh Rd (north of Aldringham Lane)	Very Low
78	A12 (north of B1121)	Medium
79	B1121 at Benhall	Low
80	A1152 at Rendlesham	Very Low
81	B1078 at Campsea Ashe	Medium
82	B1438 Melton Hill	Medium
83	A145 west of A12	High
84	A12 south of B1126	Low
85	A12 south of A1095	Very Low
86	A12 south of B1387	Very Low
87	A12 south of Eagle Way/Anson Rd roundabout	Medium
88	A12 south of Foxhall Road	Medium
89	A1120 east of A140	Low
90	A1120 Sibton (east of Mill Hill)	Low
91	A1152 at Eyke	Very Low

APPENDIX 2C TRANSPORT ENVIRONMENTAL ASSESSMENT ADDENDUM

APPENDIX B: SCREENING - MAIN ASSESSMENT

Contents

1. Traffic Link Screening 1
1.1 2023 Early Years 1
1.2 2028 Preferred Strategy (Typical Day) 33
1.3 2028 Preferred Strategy (Busiest Day) 57
1.4 2028 Integrated Strategy (Typical Day) 87
1.5 2028 Integrated Strategy (Busiest Day) 103
1.6 2034 Operational 117
1.7 Summary 149

Tables

Table 1.1: 2023 Early Years Representative Hour Screening Results 1
Table 1.2: 2023 Early Years 24 Hour AAWT Screening Results 9
Table 1.3: 2023 Early Years Hour of Highest Environmental Sensitivity (8-9 am) Screening Results 17
Table 1.4: 2023 Early Years Hour of Highest Environmental Sensitivity (3-4 pm) Screening Results 25
Table 1.5: 2028 Preferred Strategy (Typical Day) Representative Hour Screening Results 33
Table 1.6: 2028 Preferred Strategy (Typical Day) 24 Hour AAWT Screening Results 39
Table 1.7: 2028 Preferred Strategy (Typical Day) Hour of Highest Environmental Sensitivity (8-9 am) Screening Results 45
Table 1.8: 2028 Preferred Strategy (Typical Day) Hour of Highest Environmental Sensitivity (3-4 pm) Screening Results 51
Table 1.9: 2028 Preferred Strategy (Busiest Day) Representative Hour Screening Results 57
Table 1.10: 2028 Preferred Strategy (Busiest Day) 24 Hour AAWT Screening Results 63
Table 1.11: 2028 Preferred Strategy (Busiest Day) Hour of Highest Environmental Sensitivity (8-9 am) Screening Results 71
Table 1.12: 2028 Preferred Strategy (Busiest Day) Hour of Highest Environmental Sensitivity (3-4 pm) Screening Results 79
Table 1.13: 2028 Integrated Strategy (Typical Day) Representative Hour Screening Results 87
Table 1.14: 2028 Integrated Strategy (Typical Day) 24 Hour AAWT Screening Results 95

Table 1.15: 2028 Integrated Strategy (Busiest Day) Representative Hour Screening Results 103

Table 1.16: 2028 Integrated Strategy (Busiest Day) 24 Hour AAWT Screening Results..111

Table 1.17: 2034 Operational Representative Hour Screening Results.....117

Table 1.18: 2034 Operational 24 Hour AAWT Screening Results 125

Table 1.19: 2034 Operational Hour of Highest Environmental Sensitivity (8-9 pm) Screening Results.....133

Table 1.20: 2034 Operational Hour of Highest Environmental Sensitivity (3-4 pm) Screening Results.....141

Table 1.20: Summary of Screening Representative Hour.....149

Table 1.20: Summary of Screening 24 Hour.....157

Plates

None provided.

Figures

None provided.

1. Traffic Link Screening

1.1 2023 Early Years

Table 1.1: 2023 Early Years Representative Hour Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	1	Sizewell Gap	694	772	11	4	36	800	Medium
Y	2	King George's Avenue	418	588	41	3	3	0	High
Y	3	Lovers Lane (LEEIE)	348	567	63	2	58	2800	Medium
Y	4a	B1122 (S)	221	306	38	9	9	0	Medium
Y	4b	Lovers Lane	351	538	53	3	29	867	Medium
Y	4c	B1122 (N)	503	760	51	10	37	270	High
Y	5	B1122 Abbey Road (existing level crossing)	247	331	34	11	11	0	High
Y	6	B1119 Samundham Road	263	344	31	11	11	0	High
Y	7	B1069 Coldfair Green	540	668	24	13	13	0	High
Y	8	B1122 Aldeburgh	227	252	11	5	5	0	High
N	9a	A1094 (W)	639	757	18	25	25	0	Medium
Y	9b	Snape Road	312	347	11	10	10	0	High
N	9c	A1094 (E)	695	817	18	22	22	0	Medium
Y	10	B1122 through Theberton	503	782	55	10	37	270	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	10A	Theberton Bypass	0	0	0	0	0	0	Medium
Y	11	B1125 through Westleton	235	378	61	1	1	0	High
Y	12a	B1121 (N)	299	337	13	4	4	0	High
Y	12b	B1119 (E)	279	363	30	12	12	0	High
Y	12c	B1121 (S)	223	291	30	12	12	0	Medium
N	13a	A12 (N)	1051	1232	17	84	100	19	Low
Y	13b	B1122	334	476	43	12	45	275	Low
Y	13c	A12 (middle)	1014	1252	23	75	108	44	High
Y	13d	A1120	287	396	38	14	14	0	High
Y	13e	A12 (S)	795	986	24	62	95	53	Medium
N	14	A12 north of Darsham park and ride	1051	1196	14	84	97	15	Medium
N	15	A144 Halesworth	649	689	6	27	27	0	High
Y	16	A12 Wrentham	744	909	22	37	45	22	High
N	17a	A12 (N)	831	1053	27	60	73	22	Medium
Y	17b	B1125	191	321	68	0	0	0	Medium
N	17c	A12 (S)	641	733	14	60	73	22	Medium
N	18	A145 Beccles	490	504	3	46	51	11	High
N	19a	A1117 (N)	704	748	6	7	7	0	High
Y	19b	A12 (N)	1071	1068	0	2	9	350	Medium
N	19c	B1384 Stradbroke Rd	686	686	0	1	1	0	High
N	19d	A12 (S)	873	939	8	38	46	21	Low
N	19e	A1145 (W)	1080	1078	0	32	32	0	High
N	20	A1095 Southwold	295	300	2	7	7	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	21a	B1119 (west of A12)	171	188	10	5	5	0	Medium
Y	21b	A12 (north of B1119)	823	1022	24	61	105	72	Medium
Y	21c	A12 (middle)	944	1146	21	63	107	70	Medium
N	21d	B1119 (east of A12)	282	296	5	9	9	0	High
Y	21e	A12 (south of B1119)	928	1114	20	64	109	70	Medium
Y	22a	A12 (N)	1073	1312	22	75	121	61	Very low
N	22b	A1094	642	814	27	25	32	28	Medium
Y	22c	A12 (S) (Farnham)	1442	1755	22	79	127	61	Medium
Y	23	A12 Farnham Bend	1439	1751	22	79	127	61	Medium
N	23A	A12 Two Village Bypass	0	0	0	0	0	0	Medium
Y	24	A12 Stratford St Andrew (Low Road)	1435	1745	22	79	126	59	Medium
Y	25	A12 Little Glemham	1435	1746	22	79	127	61	Medium
Y	26	A12 Marlesford	1472	1781	21	79	127	61	Medium
Y	27	A12 south of Wickham Market	1663	1908	15	79	132	67	Medium
N	28a	B1078 Wickham Market	327	366	12	14	14	0	Medium
Y	28b	B1078 Wickham Market (east of B1438)	254	293	15	16	16	0	High
N	28c	B1438 High Street, Wickham Market	207	214	3	2	2	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	29	B1078 onslip to A12	92	125	36	6	6	0	Very low
N	30	B1116 Hatcheston	417	432	4	7	7	0	Medium
N	31	B1069 Tunstall	312	344	10	8	8	0	Medium
Y	32a	A12 (N)	1746	1980	13	88	142	61	Very low
N	32b	A1152	1440	1459	1	63	63	0	High
Y	32c	A12 (S)	2940	3179	8	145	199	37	Medium
N	33	A12 south of Woodbridge	3469	3647	5	202	257	27	Very low
N	34a	A12 (N)	3561	3734	5	253	308	22	Very low
N	34b	Main Road (E)	357	351	-2	0	0	0	High
N	34c	A12 (S)	2463	2577	5	196	251	28	Medium
N	34d	A1214 Main Road (W)	1832	1891	3	67	67	0	High
N	35	A14 south of Ipswich (east of Copdock jcn)	5357	5396	1	837	879	5	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	4422	4488	1	714	760	6	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	3469	3496	1	576	589	2	Medium
N	38a	B1079 Woodbridge w/o A12	1005	1022	2	43	43	0	Medium
Y	38b	A12 Woodbridge n/o B1079	2940	3179	8	145	199	37	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	38c	B1079 Woodbridge e/o A12	911	924	1	77	77	0	High
N	39a	A1094 (west of B1069)	786	917	17	22	22	0	Medium
N	39b	B1069 (north of A1094)	544	670	23	14	14	0	Very low
N	39c	A1094 (east of B1069)	281	293	4	15	15	0	Very low
Y	41	B1125 through Middleton	200	341	71	1	1	0	Medium
Y	42	B1125 (south of B1387)	209	343	64	0	0	0	Medium
N	43	A1120 (east of Dennington)	192	236	23	16	16	0	Low
Y	44	A1120 (west of Dennington)	348	391	12	14	14	0	High
N	45	A1120 (east of Pettaugh)	795	827	4	87	88	1	Medium
N	46	B1119 (east of Framlingham)	179	193	8	6	6	0	High
N	47	B1119 (through Framlingham)	487	505	4	16	16	0	High
N	48	B1119 (east of Saxstead Green)	291	296	2	20	20	0	High
N	49	B1078 (east of Clopton)	244	274	12	16	16	0	Medium
N	50	B1079 (west of Clopton)	670	704	5	45	45	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	51	B1078 (through Gibraltar)	527	556	6	45	45	0	High
N	52	B1078 (west of Coddenham)	477	501	5	45	45	0	High
Y	53a	A144 (west of A12)	392	436	11	24	24	0	High
N	53b	A12 (north of A144)	674	770	14	62	75	21	Medium
N	53c	A12 (south of A144)	1008	1149	14	84	97	15	Medium
N	55	A140 (south of B1078)	2111	2151	2	288	290	1	Medium
N	56	A140 (north of B1078)	1662	1680	1	246	247	0	Medium
N	57	Sizewell Link Road (east of A12)	0	0	0	0	0	0	Medium
Y	58	A12 (north of SLR)	784	971	24	61	94	54	Very low
Y	59	A12 (south of SLR)	784	1000	28	61	102	67	Very low
N	62	B1079 (south of Otley)	143	147	3	0	0	0	Medium
N	63	Theberton Bypass (west of B1125)	0	0	0	0	0	0	Medium
Y	64	B1122 north of SZC access	503	782	55	10	37	270	Medium
N	65	Middleton Moor Link	0	0	0	0	0	0	Medium
Y	66	B1122 west of B1125	294	431	47	12	40	233	Medium
Y	67	Main Site Access	0	162	161900	0	0	0	Very low
Y	68	Darsham P&R	0	88	87900	0	5	4900	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	69	Wickham Market P&R	0	67	66900	0	3	2900	Very low
Y	70	A12 on-slip (west of WM P&R)	92	191	108	6	9	50	Very low
N	71	B1116 north of B1078	442	458	4	7	7	0	Medium
N	72	B1078 west of B1116	259	300	16	17	17	0	Medium
N	73	B1078 south of B1116	563	616	9	18	21	17	Medium
Y	74	B1122 (Middleton Moor)	334	471	41	12	40	233	Medium
Y	75	Lovers Lane	351	568	62	3	59	1867	Medium
N	76	B1069 (north of Aldringham Lane)	457	581	27	12	12	0	Medium
N	77	Aldeburgh Rd (north of Aldringham Lane)	298	335	12	2	2	0	Medium
Y	78	A12 (north of B1121)	952	1149	21	64	109	70	Medium
N	79	B1121 at Benhall	260	315	21	13	13	0	Medium
N	80	A1152 at Rendlesham	448	465	4	13	13	0	Medium
N	81	B1078 at Campsea Ashe	137	140	2	0	0	0	High
N	82	B1438 Melton Hill	52	52	0	7	7	0	High
Y	83	A145 west of A12	204	237	16	31	36	16	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	84	A12 south of B1126	679	847	25	41	49	20	Medium
Y	85	A12 south of A1095	850	1037	22	60	68	13	Very low
Y	86	A12 south of B1387	672	768	14	60	73	22	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	2982	3115	4	182	237	30	Very low
Y	88	A12 south of Foxhall Road	2508	2636	5	197	253	28	Very low
N	89	A1120 east of A140	880	907	3	124	124	0	High
Y	90	A1120 Sibton (east of Mill Hill)	273	380	39	14	14	0	High
N	91	A1152 at Eyke	560	568	1	17	17	0	High

Table 1.2: 2023 Early Years 24 Hour AAWT Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	1	Sizewell Gap	6574	7288	11	10	550	5174	Medium
Y	2	King George's Avenue	4431	5129	16	17	17	0	High
Y	3	Lovers Lane (LEEIE)	2842	4343	53	9	829	9491	Medium
N	4a	B1122 (S)	3039	3500	15	92	92	0	Medium
Y	4b	Lovers Lane	2847	4123	45	28	628	2163	Medium
Y	4c	B1122 (N)	5437	7070	30	89	689	675	High
Y	5	B1122 Abbey Road (existing level crossing)	4215	4678	11	113	113	0	High
N	6	B1119 Samundham Road	4757	5219	10	125	125	0	High
N	7	B1069 Coldfair Green	6270	6718	7	133	133	0	High
N	8	B1122 Aldeburgh	3279	3378	3	49	49	0	High
N	9a	A1094 (W)	8078	8484	5	214	212	-1	Medium
N	9b	Snape Road	4474	4608	3	102	102	0	High
N	9c	A1094 (E)	8785	9231	5	215	213	-1	Medium
Y	10	B1122 through Theberton	5424	7057	30	89	689	672	Medium
N	10A	Theberton Bypass	0	0	0	0	0	0	Medium
Y	11	B1125 through Westleton	2601	3139	21	10	10	0	High
N	12a	B1121 (N)	4998	5334	7	39	39	0	High
N	12b	B1119 (E)	4946	5412	9	135	135	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	12c	B1121 (S)	3838	4405	15	142	142	0	Medium
N	13a	A12 (N)	15245	15919	4	905	1089	20	Low
Y	13b	B1122	3836	4947	29	112	736	556	Low
Y	13c	A12 (middle)	15257	16622	9	816	1432	75	High
Y	13d	A1120	3891	4361	12	130	130	0	High
Y	13e	A12 (S)	12582	13681	9	684	1300	90	Medium
N	14	A12 north of Darsham park and ride	15244	15784	4	905	1055	17	Medium
N	15	A144 Halesworth	8491	8620	2	269	267	-1	High
N	16	A12 Wrentham	10037	10684	6	433	535	24	High
N	17a	A12 (N)	11354	12211	8	661	812	23	Medium
N	17b	B1125	1913	2399	25	0	0	0	Medium
N	17c	A12 (S)	9278	9653	4	661	812	23	Medium
N	18	A145 Beccles	7447	7563	2	447	499	12	High
N	19a	A1117 (N)	10489	10257	-2	107	105	-2	High
Y	19b	A12 (N)	11311	12205	8	13	114	812	Medium
N	19c	B1384 Stradbroke Rd	8921	8998	1	10	10	0	High
N	19d	A12 (S)	12220	12636	3	395	501	27	Low
N	19e	A1145 (W)	15241	15197	0	316	314	-1	High
N	20	A1095 Southwold	4043	4055	0	67	65	-3	High
N	21a	B1119 (west of A12)	2867	2924	2	48	48	0	Medium
Y	21b	A12 (north of B1119)	12862	14072	9	680	1437	111	Medium
Y	21c	A12 (middle)	15132	16360	8	696	1454	109	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	21d	B1119 (east of A12)	4959	4810	-3	99	99	0	High
Y	21e	A12 (south of B1119)	14504	15410	6	726	1482	104	Medium
Y	22a	A12 (N)	16815	18216	8	850	1604	89	Very low
Y	22b	A1094	8116	8804	8	216	336	56	Medium
Y	22c	A12 (S) (Farnham)	21368	23099	8	924	1761	91	Medium
Y	23	A12 Farnham Bend	21358	23082	8	928	1766	90	Medium
N	23A	A12 Two Village Bypass	0	0	0	0	0	0	Medium
Y	24	A12 Stratford St Andrew (Low Road)	21338	23056	8	928	1766	90	Medium
Y	25	A12 Little Glemham	21338	23056	8	928	1766	90	Medium
Y	26	A12 Marlesford	21987	23694	8	936	1772	89	Medium
Y	27	A12 south of Wickham Market	23485	24787	6	976	1839	88	Medium
N	28a	B1078 Wickham Market	5359	5718	7	143	143	0	Medium
N	28b	B1078 Wickham Market (east of B1438)	4392	4737	8	154	154	0	High
N	28c	B1438 High Street, Wickham Market	3089	3131	1	11	11	0	High
N	29	B1078 onslip to A12	1938	2077	7	67	70	5	Very low
N	30	B1116 Hatcheston	5898	5899	0	61	61	0	Medium
N	31	B1069 Tunstall	4414	4538	3	94	94	0	Medium
Y	32a	A12 (N)	24586	25771	5	1095	1958	79	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	32b	A1152	19754	19679	0	821	814	-1	High
Y	32c	A12 (S)	41325	42298	2	1919	2774	45	Medium
Y	33	A12 south of Woodbridge	48192	48564	1	2449	3297	35	Very low
N	34a	A12 (N)	50964	51520	1	2990	3845	29	Very low
N	34b	Main Road (E)	6405	6524	2	0	0	0	High
Y	34c	A12 (S)	38785	39112	1	2322	3179	37	Medium
N	34d	A1214 Main Road (W)	25965	25976	0	720	720	0	High
N	35	A14 south of Ipswich (east of Copdock jcn)	74444	74674	0	11461	12042	5	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	63057	63384	1	9965	10677	7	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	49773	49925	0	8366	8512	2	Medium
N	38a	B1079 Woodbridge w/o A12	13464	13450	0	497	495	0	Medium
Y	38b	A12 Woodbridge n/o B1079	41325	42298	2	1919	2774	45	Medium
N	38c	B1079 Woodbridge e/o A12	12664	12705	0	751	745	-1	High
N	39a	A1094 (west of B1069)	10180	10639	5	222	220	-1	Medium
N	39b	B1069 (north of A1094)	6224	6668	7	140	139	-1	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	39c	A1094 (east of B1069)	4315	4347	1	144	140	-3	Very low
N	41	B1125 through Middleton	2059	2588	26	10	10	0	Medium
N	42	B1125 (south of B1387)	2147	2645	23	0	0	0	Medium
N	43	A1120 (east of Dennington)	2656	2861	8	151	151	0	Low
N	44	A1120 (west of Dennington)	4629	4839	5	145	145	0	High
N	45	A1120 (east of Pettaugh)	10837	11052	2	962	964	0	Medium
N	46	B1119 (east of Framlingham)	3002	3108	4	63	63	0	High
N	47	B1119 (through Framlingham)	8118	8234	1	235	235	0	High
N	48	B1119 (east of Saxstead Green)	4725	4815	2	262	260	-1	High
N	49	B1078 (east of Clopton)	4045	4376	8	151	151	0	Medium
N	50	B1079 (west of Clopton)	9857	10382	5	508	508	0	Medium
N	51	B1078 (through Gibraltar)	8075	8591	6	508	508	0	High
N	52	B1078 (west of Coddenham)	6908	7057	2	504	504	0	High
N	53a	A144 (west of A12)	4880	5020	3	223	223	0	High
N	53b	A12 (north of A144)	10010	10393	4	671	825	23	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	53c	A12 (south of A144)	14474	15008	4	901	1053	17	Medium
N	55	A140 (south of B1078)	30854	31137	1	3525	3529	0	Medium
N	56	A140 (north of B1078)	23764	23898	1	3013	3015	0	Medium
N	57	Sizewell Link Road (east of A12)	0	0	0	0	0	0	Medium
Y	58	A12 (north of SLR)	12294	13378	9	674	1291	92	Very low
Y	59	A12 (south of SLR)	12294	13585	11	674	1431	112	Very low
N	62	B1079 (south of Otley)	1776	1784	0	0	0	0	Medium
N	63	Theberton Bypass (west of B1125)	0	0	0	0	0	0	Medium
Y	64	B1122 north of SZC access	5424	7057	30	89	689	672	Medium
N	65	Middleton Moor Link	0	0	0	0	0	0	Medium
Y	66	B1122 west of B1125	3227	4320	34	103	703	584	Medium
Y	67	Main Site Access	0	792	792139	0	0	0	Very low
Y	68	Darsham P&R	0	282	281900	0	46	45900	Very low
Y	69	Wickham Market P&R	0	225	224900	0	42	41900	Very low
Y	70	A12 on-slip (west of WM P&R)	1939	2262	17	67	106	59	Very low
N	71	B1116 north of B1078	6228	6230	0	65	63	-3	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	72	B1078 west of B1116	4388	4733	8	160	160	0	Medium
N	73	B1078 south of B1116	7886	8206	4	169	208	23	Medium
Y	74	B1122 (Middleton Moor)	3836	4923	28	112	712	535	Medium
Y	75	Lovers Lane	2847	4343	53	28	848	2956	Medium
N	76	B1069 (north of Aldringham Lane)	5272	5717	8	107	107	0	Medium
N	77	Aldeburgh Rd (north of Aldringham Lane)	4183	4335	4	22	22	0	Medium
Y	78	A12 (north of B1121)	14579	15514	6	726	1482	104	Medium
N	79	B1121 at Benhall	4047	4572	13	143	141	-1	Medium
N	80	A1152 at Rendlesham	5570	5625	1	177	173	-2	Medium
N	81	B1078 at Campsea Ashe	1769	1805	2	0	0	0	High
N	82	B1438 Melton Hill	663	714	8	75	75	0	High
Y	83	A145 west of A12	2473	2651	7	288	340	18	Medium
Y	84	A12 south of B1126	8982	9636	7	477	579	21	Medium
Y	85	A12 south of A1095	11486	12197	6	669	769	15	Very low
Y	86	A12 south of B1387	9856	10246	4	661	812	23	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	45374	45779	1	2210	3069	39	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	88	A12 south of Foxhall Road	37558	38207	2	2325	3180	37	Very low
N	89	A1120 east of A140	11755	11959	2	1315	1315	0	High
Y	90	A1120 Sibton (east of Mill Hill)	3642	4114	13	130	130	0	High
N	91	A1152 at Eyke	6806	6832	0	246	242	-2	High

Table 1.3: 2023 Early Years Hour of Highest Environmental Sensitivity (8-9 am) Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	1	Sizewell Gap	354	402	14	1	45	4400	Medium
Y	2	King George's Avenue	243	265	9	2	2	0	High
Y	3	Lovers Lane (LEEIE)	195	287	47	1	69	6800	Medium
Y	4a	B1122 (S)	264	287	9	13	13	0	Medium
Y	4b	Lovers Lane	196	273	39	3	56	1767	Medium
Y	4c	B1122 (N)	424	515	21	12	64	433	High
Y	5	B1122 Abbey Road (existing level crossing)	384	408	6	15	15	0	High
Y	6	B1119 Samundham Road	416	435	5	14	14	0	High
Y	7	B1069 Coldfair Green	480	495	3	16	16	0	High
Y	8	B1122 Aldeburgh	257	261	2	6	6	0	High
Y	9a	A1094 (W)	632	648	3	27	26	-4	Medium
Y	9b	Snape Road	351	357	2	11	11	0	High
Y	9c	A1094 (E)	668	682	2	21	21	0	Medium
Y	10	B1122 through Theberton	423	510	21	12	64	433	Medium
N	10A	Theberton Bypass	0	0	0	0	0	0	Medium
Y	11	B1125 through Westleton	216	231	7	1	1	0	High
Y	12a	B1121 (N)	444	443	0	4	4	0	High
Y	12b	B1119 (E)	433	452	4	15	15	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	12c	B1121 (S)	307	331	8	13	13	0	Medium
N	13a	A12 (N)	1124	1162	3	99	111	12	Low
Y	13b	B1122	299	368	23	14	66	371	Low
Y	13c	A12 (middle)	1151	1238	8	87	138	59	High
Y	13d	A1120	306	327	7	17	17	0	High
Y	13e	A12 (S)	945	1025	8	71	122	72	Medium
N	14	A12 north of Darsham park and ride	1124	1152	2	99	108	9	Medium
N	15	A144 Halesworth	738	745	1	31	31	0	High
Y	16	A12 Wrentham	726	749	3	48	57	19	High
Y	17a	A12 (N)	831	863	4	71	81	14	Medium
Y	17b	B1125	146	158	8	0	0	0	Medium
Y	17c	A12 (S)	685	704	3	71	81	14	Medium
N	18	A145 Beccles	703	708	1	50	52	4	High
N	19a	A1117 (N)	898	902	0	11	11	0	High
Y	19b	A12 (N)	1201	1199	0	2	11	450	Medium
N	19c	B1384 Stradbroke Rd	917	916	0	2	2	0	High
Y	19d	A12 (S)	972	985	1	44	54	23	Low
N	19e	A1145 (W)	1344	1331	-1	36	36	0	High
N	20	A1095 Southwold	337	338	0	7	7	0	High
N	21a	B1119 (west of A12)	230	233	1	6	6	0	Medium
Y	21b	A12 (north of B1119)	1032	1123	9	72	136	89	Medium
Y	21c	A12 (middle)	1195	1285	8	73	136	86	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	21d	B1119 (east of A12)	516	511	-1	13	13	0	High
Y	21e	A12 (south of B1119)	1205	1283	6	76	139	83	Medium
Y	22a	A12 (N)	1268	1365	8	86	147	71	Very low
Y	22b	A1094	640	677	6	27	37	37	Medium
Y	22c	A12 (S) (Farnham)	1572	1680	7	91	159	75	Medium
Y	23	A12 Farnham Bend	1572	1679	7	91	159	75	Medium
N	23A	A12 Two Village Bypass	0	0	0	0	0	0	Medium
Y	24	A12 Stratford St Andrew (Low Road)	1571	1681	7	91	162	78	Medium
Y	25	A12 Little Glemham	1571	1680	7	91	161	77	Medium
Y	26	A12 Marlesford	1632	1741	7	91	161	77	Medium
Y	27	A12 south of Wickham Market	1844	1916	4	98	168	71	Medium
N	28a	B1078 Wickham Market	511	536	5	18	18	0	Medium
Y	28b	B1078 Wickham Market (east of B1438)	423	446	5	20	20	0	High
N	28c	B1438 High Street, Wickham Market	274	277	1	2	2	0	High
Y	29	B1078 onslip to A12	144	149	3	9	9	0	Very low
N	30	B1116 Hatcheston	615	608	-1	10	10	0	Medium
N	31	B1069 Tunstall	346	351	1	8	8	0	Medium
Y	32a	A12 (N)	2005	2073	3	111	180	62	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	32b	A1152	1650	1652	0	75	74	-1	High
Y	32c	A12 (S)	3182	3216	1	176	246	40	Medium
Y	33	A12 south of Woodbridge	3562	3586	1	238	306	29	Very low
Y	34a	A12 (N)	3929	3976	1	293	360	23	Very low
N	34b	Main Road (E)	395	394	0	0	0	0	High
Y	34c	A12 (S)	3019	3055	1	226	294	30	Medium
N	34d	A1214 Main Road (W)	2126	2136	0	74	74	0	High
N	35	A14 south of Ipswich (east of Copdock jcn)	5982	5962	0	813	847	4	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	4884	4880	0	685	739	8	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	3647	3647	0	517	524	1	Medium
N	38a	B1079 Woodbridge w/o A12	1196	1197	0	58	58	0	Medium
Y	38b	A12 Woodbridge n/o B1079	3182	3216	1	176	246	40	Medium
N	38c	B1079 Woodbridge e/o A12	1299	1299	0	91	90	-1	High
Y	39a	A1094 (west of B1069)	778	794	2	21	21	0	Medium
Y	39b	B1069 (north of A1094)	471	487	3	15	15	0	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	39c	A1094 (east of B1069)	344	345	0	13	12	-8	Very low
Y	41	B1125 through Middleton	164	178	9	1	1	0	Medium
Y	42	B1125 (south of B1387)	167	180	8	0	0	0	Medium
N	43	A1120 (east of Dennington)	230	238	3	19	19	0	Low
Y	44	A1120 (west of Dennington)	398	406	2	19	19	0	High
N	45	A1120 (east of Pettaugh)	984	993	1	100	100	0	Medium
N	46	B1119 (east of Framlingham)	261	264	1	8	8	0	High
N	47	B1119 (through Framlingham)	877	874	0	20	20	0	High
N	48	B1119 (east of Saxstead Green)	458	462	1	21	21	0	High
N	49	B1078 (east of Clopton)	397	420	6	20	20	0	Medium
N	50	B1079 (west of Clopton)	959	983	3	60	60	0	Medium
N	51	B1078 (through Gibraltar)	798	821	3	60	60	0	High
N	52	B1078 (west of Coddenham)	623	632	1	59	59	0	High
Y	53a	A144 (west of A12)	397	406	2	28	28	0	High
Y	53b	A12 (north of A144)	741	762	3	71	81	14	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	53c	A12 (south of A144)	1069	1100	3	98	108	10	Medium
N	55	A140 (south of B1078)	2397	2424	1	319	319	0	Medium
N	56	A140 (north of B1078)	1812	1830	1	264	264	0	Medium
N	57	Sizewell Link Road (east of A12)	0	0	0	0	0	0	Medium
Y	58	A12 (north of SLR)	920	1001	9	70	122	74	Very low
Y	59	A12 (south of SLR)	920	1017	11	70	132	89	Very low
N	62	B1079 (south of Otley)	161	164	2	0	0	0	Medium
N	63	Theberton Bypass (west of B1125)	0	0	0	0	0	0	Medium
Y	64	B1122 north of SZC access	423	510	21	12	64	433	Medium
N	65	Middleton Moor Link	0	0	0	0	0	0	Medium
Y	66	B1122 west of B1125	249	315	27	13	63	385	Medium
Y	67	Main Site Access	0	27	26900	0	0	0	Very low
Y	68	Darsham P&R	0	23	22900	0	3	2900	Very low
Y	69	Wickham Market P&R	0	20	19900	0	3	2900	Very low
Y	70	A12 on-slip (west of WM P&R)	144	169	17	9	12	33	Very low
N	71	B1116 north of B1078	637	631	-1	10	10	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	72	B1078 west of B1116	435	457	5	22	22	0	Medium
N	73	B1078 south of B1116	806	827	3	22	25	14	Medium
Y	74	B1122 (Middleton Moor)	299	366	22	14	64	357	Medium
Y	75	Lovers Lane	196	289	47	3	72	2300	Medium
N	76	B1069 (north of Aldringham Lane)	392	407	4	13	13	0	Medium
N	77	Aldeburgh Rd (north of Aldringham Lane)	314	320	2	4	4	0	Medium
Y	78	A12 (north of B1121)	1108	1206	9	76	139	83	Medium
N	79	B1121 at Benhall	327	347	6	14	13	-7	Medium
N	80	A1152 at Rendlesham	497	498	0	14	13	-7	Medium
N	81	B1078 at Campsea Ashe	160	162	1	0	0	0	High
N	82	B1438 Melton Hill	96	105	9	6	6	0	High
Y	83	A145 west of A12	224	231	3	32	34	6	Medium
Y	84	A12 south of B1126	636	659	4	53	62	17	Medium
Y	85	A12 south of A1095	817	842	3	73	82	12	Very low
Y	86	A12 south of B1387	731	751	3	71	81	14	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	3634	3667	1	212	280	32	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	88	A12 south of Foxhall Road	2955	2992	1	230	297	29	Very low
N	89	A1120 east of A140	1050	1058	1	138	138	0	High
Y	90	A1120 Sibton (east of Mill Hill)	290	312	8	17	17	0	High
N	91	A1152 at Eyke	602	601	0	20	19	-5	High

Table 1.4: 2023 Early Years Hour of Highest Environmental Sensitivity (3-4 pm) Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	1	Sizewell Gap	360	391	9	1	30	2900	Medium
Y	2	King George's Avenue	271	290	7	2	2	0	High
Y	3	Lovers Lane (LEEIE)	170	267	57	1	54	5300	Medium
N	4a	B1122 (S)	288	318	10	10	10	0	Medium
Y	4b	Lovers Lane	172	249	45	3	37	1133	Medium
Y	4c	B1122 (N)	441	528	20	10	44	340	High
Y	5	B1122 Abbey Road (existing level crossing)	427	457	7	12	12	0	High
Y	6	B1119 Samundham Road	440	462	5	11	11	0	High
N	7	B1069 Coldfair Green	505	519	3	12	12	0	High
N	8	B1122 Aldeburgh	272	274	1	3	3	0	High
Y	9a	A1094 (W)	672	684	2	16	16	0	Medium
N	9b	Snape Road	377	381	1	6	6	0	High
Y	9c	A1094 (E)	703	718	2	17	16	-6	Medium
Y	10	B1122 through Theberton	439	522	19	10	44	340	Medium
N	10A	Theberton Bypass	0	0	0	0	0	0	Medium
Y	11	B1125 through Westleton	217	237	9	1	1	0	High
N	12a	B1121 (N)	448	448	0	3	3	0	High
Y	12b	B1119 (E)	441	462	5	12	12	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	12c	B1121 (S)	378	394	4	11	11	0	Medium
N	13a	A12 (N)	1188	1188	0	73	85	16	Low
Y	13b	B1122	307	369	20	11	46	318	Low
Y	13c	A12 (middle)	1225	1268	4	65	97	49	High
Y	13d	A1120	347	370	7	9	9	0	High
Y	13e	A12 (S)	1048	1067	2	57	89	56	Medium
N	14	A12 north of Darsham park and ride	1188	1187	0	73	84	15	Medium
N	15	A144 Halesworth	713	713	0	28	27	-4	High
Y	16	A12 Wrentham	797	813	2	33	45	36	High
N	17a	A12 (N)	906	926	2	52	63	21	Medium
Y	17b	B1125	146	164	12	0	0	0	Medium
N	17c	A12 (S)	760	762	0	52	63	21	Medium
N	18	A145 Beccles	708	716	1	47	48	2	High
N	19a	A1117 (N)	883	882	0	8	7	-13	High
Y	19b	A12 (N)	709	714	1	1	13	1200	Medium
N	19c	B1384 Stradbroke Rd	877	872	-1	2	2	0	High
Y	19d	A12 (S)	1026	1039	1	32	44	38	Low
N	19e	A1145 (W)	1189	1186	0	28	27	-4	High
N	20	A1095 Southwold	323	322	0	8	7	-13	High
N	21a	B1119 (west of A12)	214	213	0	3	3	0	Medium
Y	21b	A12 (north of B1119)	1092	1124	3	58	104	79	Medium
Y	21c	A12 (middle)	1236	1271	3	59	105	78	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	21d	B1119 (east of A12)	394	396	1	8	8	0	High
Y	21e	A12 (south of B1119)	1170	1200	3	63	108	71	Medium
Y	22a	A12 (N)	1376	1419	3	71	115	62	Very low
Y	22b	A1094	666	685	3	16	25	56	Medium
Y	22c	A12 (S) (Farnham)	1705	1767	4	78	130	67	Medium
Y	23	A12 Farnham Bend	1704	1765	4	79	131	66	Medium
N	23A	A12 Two Village Bypass	0	0	0	0	0	0	Medium
Y	24	A12 Stratford St Andrew (Low Road)	1699	1761	4	79	133	68	Medium
Y	25	A12 Little Glemham	1699	1761	4	79	133	68	Medium
Y	26	A12 Marlesford	1755	1815	3	80	133	66	Medium
Y	27	A12 south of Wickham Market	1787	1832	3	84	138	64	Medium
N	28a	B1078 Wickham Market	546	554	1	10	10	0	Medium
Y	28b	B1078 Wickham Market (east of B1438)	473	483	2	10	11	10	High
N	28c	B1438 High Street, Wickham Market	276	275	0	1	1	0	High
N	29	B1078 onslip to A12	204	204	0	3	3	0	Very low
N	30	B1116 Hatcheston	504	493	-2	4	4	0	Medium
N	31	B1069 Tunstall	360	364	1	6	6	0	Medium
Y	32a	A12 (N)	1869	1912	2	94	148	57	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	32b	A1152	1695	1690	0	72	69	-4	High
Y	32c	A12 (S)	3287	3310	1	162	212	31	Medium
Y	33	A12 south of Woodbridge	3750	3689	-2	207	254	23	Very low
Y	34a	A12 (N)	3940	3920	-1	253	306	21	Very low
N	34b	Main Road (E)	465	466	0	0	0	0	High
Y	34c	A12 (S)	3134	3100	-1	202	255	26	Medium
N	34d	A1214 Main Road (W)	2173	2155	-1	63	63	0	High
N	35	A14 south of Ipswich (east of Copdock jcn)	5020	5007	0	991	1019	3	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	4476	4448	-1	854	892	4	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	3657	3662	0	723	731	1	Medium
N	38a	B1079 Woodbridge w/o A12	1059	1076	2	28	27	-4	Medium
Y	38b	A12 Woodbridge n/o B1079	3287	3310	1	162	212	31	Medium
N	38c	B1079 Woodbridge e/o A12	1200	1195	0	55	53	-4	High
Y	39a	A1094 (west of B1069)	839	853	2	17	16	-6	Medium
Y	39b	B1069 (north of A1094)	485	500	3	13	12	-8	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	39c	A1094 (east of B1069)	395	394	0	12	11	-8	Very low
Y	41	B1125 through Middleton	166	186	12	1	1	0	Medium
N	42	B1125 (south of B1387)	167	185	11	0	0	0	Medium
N	43	A1120 (east of Dennington)	220	236	7	10	10	0	Low
N	44	A1120 (west of Dennington)	354	371	5	9	9	0	High
N	45	A1120 (east of Pettaugh)	850	868	2	67	67	0	Medium
N	46	B1119 (east of Framlingham)	238	242	2	4	4	0	High
N	47	B1119 (through Framlingham)	829	832	0	11	11	0	High
N	48	B1119 (east of Saxstead Green)	455	464	2	13	13	0	High
N	49	B1078 (east of Clopton)	414	424	2	10	10	0	Medium
N	50	B1079 (west of Clopton)	762	792	4	22	22	0	Medium
N	51	B1078 (through Gibraltar)	626	657	5	22	22	0	High
N	52	B1078 (west of Coddenham)	432	448	4	20	20	0	High
N	53a	A144 (west of A12)	374	370	-1	21	21	0	High
N	53b	A12 (north of A144)	819	820	0	52	64	23	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	53c	A12 (south of A144)	1128	1129	0	73	84	15	Medium
N	55	A140 (south of B1078)	2010	2033	1	241	242	0	Medium
N	56	A140 (north of B1078)	1611	1618	0	223	223	0	Medium
N	57	Sizewell Link Road (east of A12)	0	0	0	0	0	0	Medium
Y	58	A12 (north of SLR)	1019	1039	2	56	90	61	Very low
Y	59	A12 (south of SLR)	1019	1049	3	56	100	79	Very low
N	62	B1079 (south of Otley)	135	135	0	0	0	0	Medium
N	63	Theberton Bypass (west of B1125)	0	0	0	0	0	0	Medium
Y	64	B1122 north of SZC access	439	522	19	10	44	340	Medium
N	65	Middleton Moor Link	0	0	0	0	0	0	Medium
Y	66	B1122 west of B1125	258	319	24	10	43	330	Medium
Y	67	Main Site Access	0	33	32900	0	0	0	Very low
Y	68	Darsham P&R	0	3	2900	0	3	2900	Very low
Y	69	Wickham Market P&R	0	3	2900	0	3	2900	Very low
Y	70	A12 on-slip (west of WM P&R)	204	207	1	3	6	100	Very low
N	71	B1116 north of B1078	520	508	-2	5	4	-20	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	72	B1078 west of B1116	472	480	2	10	10	0	Medium
N	73	B1078 south of B1116	653	647	-1	13	16	23	Medium
Y	74	B1122 (Middleton Moor)	307	367	20	11	44	300	Medium
Y	75	Lovers Lane	172	269	56	3	57	1800	Medium
N	76	B1069 (north of Aldringham Lane)	417	433	4	12	12	0	Medium
N	77	Aldeburgh Rd (north of Aldringham Lane)	331	333	1	3	3	0	Medium
Y	78	A12 (north of B1121)	1178	1208	3	63	108	71	Medium
N	79	B1121 at Benhall	363	379	4	11	11	0	Medium
N	80	A1152 at Rendlesham	447	449	0	16	15	-6	Medium
N	81	B1078 at Campsea Ashe	149	152	2	0	0	0	High
N	82	B1438 Melton Hill	41	45	10	7	7	0	High
Y	83	A145 west of A12	215	220	2	27	28	4	Medium
Y	84	A12 south of B1126	707	723	2	36	48	33	Medium
Y	85	A12 south of A1095	887	902	2	54	65	20	Very low
Y	86	A12 south of B1387	819	820	0	52	63	21	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	3611	3576	-1	196	250	28	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	88	A12 south of Foxhall Road	2890	2877	0	205	259	26	Very low
N	89	A1120 east of A140	882	901	2	92	92	0	High
Y	90	A1120 Sibton (east of Mill Hill)	318	342	8	9	9	0	High
N	91	A1152 at Eyke	561	563	0	22	21	-5	High

1.2 2028 Preferred Strategy (Typical Day)

Table 1.5: 2028 Preferred Strategy (Typical Day) Representative Hour Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	1	Sizewell Gap	715	719	1	4	4	0	Medium
N	2	King George's Avenue	436	434	0	3	3	0	High
Y	3	Lovers Lane (LEEIE)	353	402	14	2	26	1200	Medium
Y	4a	B1122 (S)	228	544	139	9	27	200	Medium
Y	4b	Lovers Lane	357	395	11	3	16	433	Medium
Y	4c	B1122 (N)	515	863	68	11	41	273	High
Y	5	B1122 Abbey Road (existing level crossing)	256	573	124	12	29	142	High
Y	6	B1119 Samundham Road	278	331	19	11	13	18	High
Y	7	B1069 Coldfair Green	567	652	15	13	13	0	High
Y	8	B1122 Aldeburgh	234	313	34	5	5	0	High
N	9a	A1094 (W)	664	670	1	25	25	0	Medium
Y	9b	Snape Road	324	387	19	10	10	0	High
N	9c	A1094 (E)	720	795	10	22	22	0	Medium
Y	10	B1122 through Theberton	513	40	-92	11	0	-99	Medium
Y	10A	Theberton Bypass	0.1	648	647746	0.1	72	71746	Medium
N	11	B1125 through Westleton	242	253	5	1	1	0	High
Y	12a	B1121 (N)	306	312	2	4	6	50	High
Y	12b	B1119 (E)	296	333	13	12	13	8	High
N	12c	B1121 (S)	247	265	7	13	12	-8	Medium
N	13a	A12 (N)	1082	1168	8	86	105	22	Low
Y	13b	B1122	342	368	8	12	31	159	Low
N	13c	A12 (middle)	1048	1067	2	76	75	-1	High
Y	13d	A1120	296	334	13	14	14	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	13e	A12 (S)	825	805	-2	63	61	-3	Medium
N	14	A12 north of Darsham park and ride	1082	1328	23	86	93	8	Medium
N	15	A144 Halesworth	670	729	9	27	27	0	High
Y	16	A12 Wrentham	776	899	16	38	45	19	High
N	17a	A12 (N)	858	1021	19	62	71	14	Medium
N	17b	B1125	194	196	1	0.1	0	0	Medium
N	17c	A12 (S)	664	826	24	62	71	14	Medium
N	18	A145 Beccles	504	514	2	47	49	3	High
N	19a	A1117 (N)	721	764	6	2	2	0	High
N	19b	A12 (N)	1167	1162	0	15	19	26	Medium
N	19c	B1384 Stradbroke Rd	739	752	2	1	1	0	High
N	19d	A12 (S)	958	1013	6	47	51	8	Low
N	19e	A1145 (W)	1120	1124	0	33	33	0	High
N	20	A1095 Southwold	307	311	1	7	7	0	High
N	21a	B1119 (west of A12)	180	183	2	5	5	0	Medium
Y	21b	A12 (north of B1119)	856	907	6	63	104	66	Medium
Y	21c	A12 (middle)	981	1026	5	63	104	66	Medium
N	21d	B1119 (east of A12)	302	305	1	9	9	0	High
Y	21e	A12 (south of B1119)	981	1023	4	65	105	62	Medium
Y	22a	A12 (N)	1133	1188	5	75	117	56	Very low
N	22b	A1094	670	669	0	26	25	-4	Medium
Y	22c	A12 (S) (Farnham)	1517	26	-98	80	2	-98	Medium
Y	23	A12 Farnham Bend	1514	21	-99	80	2	-98	Medium
Y	23A	A12 Two Village Bypass	0.1	1552	1551977	0.1	120	119977	Medium
Y	24	A12 Stratford St Andrew (Low Road)	1511	19	-99	80	2	-98	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	25	A12 Little Glemham	1511	1571	4	80	123	54	Medium
Y	26	A12 Marlesford	1546	1611	4	80	125	56	Medium
Y	27	A12 south of Wickham Market	1727	1884	9	82	115	41	Medium
N	28a	B1078 Wickham Market	363	437	20	15	14	-7	Medium
Y	28b	B1078 Wickham Market (east of B1438)	281	355	26	17	14	-18	High
Y	28c	B1438 High Street, Wickham Market	221	225	2	2	0	-95	High
Y	29	B1078 onslip to A12	102	112	10	6	12	100	Very low
N	30	B1116 Hatcheston	428	450	5	7	7	0	Medium
N	31	B1069 Tunstall	324	381	18	8	8	0	Medium
Y	32a	A12 (N)	1804	1955	8	91	123	35	Very low
N	32b	A1152	1497	1500	0	64	64	0	High
N	32c	A12 (S)	3048	3202	5	148	182	23	Medium
N	33	A12 south of Woodbridge	3547	3653	3	207	241	16	Very low
N	34a	A12 (N)	3701	3803	3	258	290	12	Very low
Y	34b	Main Road (E)	419	412	-2	0.1	4	3900	High
N	34c	A12 (S)	2598	2682	3	200	228	14	Medium
N	34d	A1214 Main Road (W)	1837	1856	1	67	71	6	High
N	35	A14 south of Ipswich (east of Copdock jcn)	5573	5615	1	855	875	2	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	4689	4756	1	728	753	3	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	3594	3601	0	587	587	0	Medium
N	38a	B1079 Woodbridge w/o A12	1028	1040	1	43	43	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	38b	A12 Woodbridge n/o B1079	3048	3202	5	148	182	23	Medium
N	38c	B1079 Woodbridge e/o A12	946	949	0	79	79	0	High
N	39a	A1094 (west of B1069)	828	895	8	22	22	0	Medium
N	39b	B1069 (north of A1094)	573	655	14	15	15	0	Very low
N	39c	A1094 (east of B1069)	297	314	6	15	15	0	Very low
N	41	B1125 through Middleton	204	238	17	1	1	0	Medium
N	42	B1125 (south of B1387)	212	211	0	0.1	0	0	Medium
N	43	A1120 (east of Dennington)	200	212	6	16	16	0	Low
N	44	A1120 (west of Dennington)	371	381	3	16	16	0	High
N	45	A1120 (east of Pettaugh)	816	826	1	89	89	0	Medium
N	46	B1119 (east of Framlingham)	188	188	0	6	6	0	High
N	47	B1119 (through Framlingham)	505	522	3	17	17	0	High
N	48	B1119 (east of Saxstead Green)	302	305	1	20	20	0	High
N	49	B1078 (east of Clopton)	277	343	24	16	16	0	Medium
N	50	B1079 (west of Clopton)	725	794	10	46	46	0	Medium
Y	51	B1078 (through Gibraltar)	584	651	11	46	46	0	High
Y	52	B1078 (west of Coddenham)	521	578	11	45	45	0	High
Y	53a	A144 (west of A12)	408	467	14	24	24	0	High
N	53b	A12 (north of A144)	689	855	24	62	70	13	Medium
N	53c	A12 (south of A144)	1037	1276	23	86	93	8	Medium
N	55	A140 (south of B1078)	2239	2297	3	295	295	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	56	A140 (north of B1078)	1745	1748	0	252	252	0	Medium
Y	57	Sizewell Link Road (east of A12)	0.1	121	120438	0.1	43	42438	Medium
N	58	A12 (north of SLR)	813	796	-2	62	61	-2	Very low
Y	59	A12 (south of SLR)	813	903	11	62	104	68	Very low
N	62	B1079 (south of Otley)	141	143	1	0.1	0	0	Medium
Y	63	Theberton Bypass (west of B1125)	0.1	464	463746	0.1	73	72746	Medium
Y	64	B1122 north of SZC access	513	670	31	11	72	553	Medium
Y	65	Middleton Moor Link	0.1	351	350977	0.1	31	30977	Medium
Y	66	B1122 west of B1125	300	9	-97	12	0	-99	Medium
Y	67	Main Site Access	0.1	463	462746	0.1	89	88746	Very low
Y	68	Darsham P&R	0.1	291	290900	0.1	12	11900	Very low
Y	69	Wickham Market P&R	0.1	224	223900	0.1	12	11900	Very low
Y	70	A12 on-slip (west of WM P&R)	102	321	215	6	12	100	Very low
N	71	B1116 north of B1078	454	477	5	7	7	0	Medium
N	72	B1078 west of B1116	286	362	27	17	15	-12	Medium
N	73	B1078 south of B1116	589	711	21	18	22	22	Medium
Y	74	B1122 (Middleton Moor)	342	24	-93	12	0	-99	Medium
Y	75	Lovers Lane	357	407	14	3	28	833	Medium
Y	76	B1069 (north of Aldringham Lane)	475	572	20	12	21	75	Medium
Y	77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51	2	9	350	Medium
Y	78	A12 (north of B1121)	1041	1084	4	65	106	63	Medium
N	79	B1121 at Benhall	292	314	8	13	12	-8	Medium
N	80	A1152 at Rendlesham	465	492	6	14	14	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	81	B1078 at Campsea Ashe	145	152	5	0.1	0	0	High
N	82	B1438 Melton Hill	53	51	-4	7	5	-29	High
Y	83	A145 west of A12	207	235	13	32	34	5	Medium
Y	84	A12 south of B1126	709	836	18	42	49	17	Medium
Y	85	A12 south of A1095	886	1026	16	61	68	12	Very low
Y	86	A12 south of B1387	697	855	23	62	71	14	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	3151	3240	3	186	214	15	Very low
Y	88	A12 south of Foxhall Road	2601	2682	3	201	228	14	Very low
N	89	A1120 east of A140	924	934	1	127	128	1	High
Y	90	A1120 Sibton (east of Mill Hill)	282	318	13	14	14	0	High
N	91	A1152 at Eyke	576	592	3	17	17	0	High

Table 1.6: 2028 Preferred Strategy (Typical Day) 24 Hour AAWT Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	1	Sizewell Gap	6765	6871	2	10	10	0	Medium
N	2	King George's Avenue	4515	4582	1	17	17	0	High
Y	3	Lovers Lane (LEEIE)	2958	3554	20	9	177	1954	Medium
Y	4a	B1122 (S)	3197	6484	103	92	304	231	Medium
Y	4b	Lovers Lane	2968	3421	15	28	53	90	Medium
Y	4c	B1122 (N)	5581	9323	67	91	332	265	High
Y	5	B1122 Abbey Road (existing level crossing)	4414	7744	75	117	330	184	High
Y	6	B1119 Samundham Road	5131	5878	15	125	149	19	High
Y	7	B1069 Coldfair Green	6518	7390	13	133	137	3	High
Y	8	B1122 Aldeburgh	3387	4146	22	49	49	0	High
N	9a	A1094 (W)	8402	8575	2	216	212	-2	Medium
Y	9b	Snape Road	4669	5267	13	102	102	0	High
N	9c	A1094 (E)	9085	9844	8	215	209	-3	Medium
Y	10	B1122 through Theberton	5563	492	-91	91	0	-100	Medium
Y	10A	Theberton Bypass	0	7759	7759116	0	1131	1130892	Medium
Y	11	B1125 through Westleton	2693	2979	11	10	10	0	High
Y	12a	B1121 (N)	5132	5261	3	43	67	56	High
Y	12b	B1119 (E)	5336	5877	10	135	151	12	High
N	12c	B1121 (S)	4172	4896	17	144	139	-4	Medium
Y	13a	A12 (N)	15820	16749	6	918	1212	32	Low
Y	13b	B1122	3964	4281	8	112	417	272	Low
N	13c	A12 (middle)	15920	15914	0	828	808	-3	High
Y	13d	A1120	4111	4672	14	134	138	3	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	13e	A12 (S)	13097	12489	-5	688	667	-3	Medium
N	14	A12 north of Darsham park and ride	15819	18336	16	918	1060	16	Medium
N	15	A144 Halesworth	8796	9469	8	271	269	-1	High
Y	16	A12 Wrentham	10620	11779	11	441	565	28	High
N	17a	A12 (N)	11772	13508	15	673	822	22	Medium
N	17b	B1125	1940	2083	7	0	0	0	Medium
N	17c	A12 (S)	9661	11248	16	673	822	22	Medium
N	18	A145 Beccles	7294	7567	4	451	472	5	High
N	19a	A1117 (N)	10286	10681	4	19	24	29	High
N	19b	A12 (N)	15091	15145	0	213	264	24	Medium
N	19c	B1384 Stradbroke Rd	9964	10043	1	10	11	20	High
N	19d	A12 (S)	13517	14034	4	521	573	10	Low
N	19e	A1145 (W)	17000	17070	0	318	318	0	High
N	20	A1095 Southwold	4213	4258	1	73	73	0	High
N	21a	B1119 (west of A12)	3051	3117	2	48	48	0	Medium
Y	21b	A12 (north of B1119)	13471	14193	5	692	1411	104	Medium
Y	21c	A12 (middle)	15918	16560	4	698	1417	103	Medium
N	21d	B1119 (east of A12)	5266	5048	-4	99	99	0	High
Y	21e	A12 (south of B1119)	15531	16037	3	728	1447	99	Medium
Y	22a	A12 (N)	17748	18864	6	853	1569	84	Very low
N	22b	A1094	8451	8587	2	220	216	-2	Medium
Y	22c	A12 (S) (Farnham)	22419	298	-99	932	11	-99	Medium
Y	23	A12 Farnham Bend	22412	279	-99	939	11	-99	Medium
Y	23A	A12 Two Village Bypass	0	23367	23366510	0	1634	1633925	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	24	A12 Stratford St Andrew (Low Road)	22389	265	-99	943	13	-99	Medium
Y	25	A12 Little Glemham	22389	23636	6	943	1658	76	Medium
Y	26	A12 Marlesford	23047	24303	5	949	1668	76	Medium
Y	27	A12 south of Wickham Market	24724	26654	8	984	1522	55	Medium
N	28a	B1078 Wickham Market	5728	6667	16	149	145	-3	Medium
Y	28b	B1078 Wickham Market (east of B1438)	4585	5524	20	160	145	-9	High
Y	28c	B1438 High Street, Wickham Market	3353	3436	2	11	0	-99	High
Y	29	B1078 onslip to A12	2070	2240	8	69	137	99	Very low
N	30	B1116 Hatcheston	6064	6266	3	61	61	0	Medium
N	31	B1069 Tunstall	4612	5137	11	94	94	0	Medium
Y	32a	A12 (N)	25811	27565	7	1112	1614	45	Very low
N	32b	A1152	20142	19938	-1	827	825	0	High
N	32c	A12 (S)	42586	44007	3	1934	2402	24	Medium
N	33	A12 south of Woodbridge	49112	49737	1	2467	2930	19	Very low
N	34a	A12 (N)	52770	53725	2	2996	3449	15	Very low
Y	34b	Main Road (E)	7316	7569	3	0	72	71900	High
N	34c	A12 (S)	40853	41434	1	2322	2703	16	Medium
N	34d	A1214 Main Road (W)	26731	26984	1	718	784	9	High
N	35	A14 south of Ipswich (east of Copdock jcn)	77716	78223	1	11540	11761	2	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	66532	67141	1	10011	10309	3	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	51567	51636	0	8419	8431	0	Medium
N	38a	B1079 Woodbridge w/o A12	14130	14164	0	499	493	-1	Medium
N	38b	A12 Woodbridge n/o B1079	42586	44007	3	1934	2402	24	Medium
N	38c	B1079 Woodbridge e/o A12	13052	13009	0	756	735	-3	High
N	39a	A1094 (west of B1069)	10631	11374	7	222	216	-3	Medium
N	39b	B1069 (north of A1094)	6476	7328	13	140	146	4	Very low
N	39c	A1094 (east of B1069)	4535	4723	4	142	140	-1	Very low
Y	41	B1125 through Middleton	2112	2765	31	10	10	0	Medium
N	42	B1125 (south of B1387)	2197	2327	6	0	0	0	Medium
N	43	A1120 (east of Dennington)	2800	2973	6	157	157	0	Low
N	44	A1120 (west of Dennington)	4864	5031	3	151	151	0	High
N	45	A1120 (east of Pettaugh)	11322	11542	2	975	975	0	Medium
N	46	B1119 (east of Framlingham)	3237	3307	2	65	63	-3	High
N	47	B1119 (through Framlingham)	8502	8726	3	239	237	-1	High
N	48	B1119 (east of Saxstead Green)	4997	5126	3	266	264	-1	High
N	49	B1078 (east of Clopton)	4290	5139	20	153	151	-1	Medium
N	50	B1079 (west of Clopton)	10642	11496	8	516	510	-1	Medium
N	51	B1078 (through Gibraltar)	8830	9671	10	516	510	-1	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	52	B1078 (west of Coddenham)	7502	8071	8	506	506	0	High
Y	53a	A144 (west of A12)	5012	5720	14	223	221	-1	High
N	53b	A12 (north of A144)	10259	11938	16	682	830	22	Medium
N	53c	A12 (south of A144)	14999	17466	16	916	1060	16	Medium
N	55	A140 (south of B1078)	32859	33647	2	3571	3567	0	Medium
N	56	A140 (north of B1078)	25113	25350	1	3057	3053	0	Medium
Y	57	Sizewell Link Road (east of A12)	0	1923	1923016	0	741	741024	Medium
N	58	A12 (north of SLR)	12800	12355	-3	686	665	-3	Very low
Y	59	A12 (south of SLR)	12800	14103	10	686	1405	105	Very low
N	62	B1079 (south of Otley)	1818	1819	0	0	0	0	Medium
Y	63	Theberton Bypass (west of B1125)	0	5857	5857193	0	1152	1151902	Medium
Y	64	B1122 north of SZC access	5563	7981	43	91	1133	1142	Medium
Y	65	Middleton Moor Link	0	4069	4069006	0	415	415070	Medium
Y	66	B1122 west of B1125	3313	117	-96	106	0	-100	Medium
Y	67	Main Site Access	0	5332	5332205	0	1272	1272338	Very low
Y	68	Darsham P&R	0	2563	2562448	0	152	151900	Very low
Y	69	Wickham Market P&R	0	2261	2260565	0	152	151900	Very low
Y	70	A12 on-slip (west of WM P&R)	2071	4523	118	69	137	99	Very low
N	71	B1116 north of B1078	6406	6617	3	63	63	0	Medium
N	72	B1078 west of B1116	4571	5528	21	168	155	-8	Medium
Y	73	B1078 south of B1116	8083	9553	18	169	240	42	Medium
Y	74	B1122 (Middleton Moor)	3964	340	-91	112	4	-97	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	75	Lovers Lane	2968	3561	20	28	193	595	Medium
Y	76	B1069 (north of Aldringham Lane)	5450	6390	17	109	208	90	Medium
Y	77	Aldeburgh Rd (north of Aldringham Lane)	4259	5683	33	22	115	414	Medium
Y	78	A12 (north of B1121)	15963	16453	3	728	1447	99	Medium
N	79	B1121 at Benhall	4568	5299	16	143	137	-4	Medium
N	80	A1152 at Rendlesham	5577	5918	6	177	175	-1	Medium
N	81	B1078 at Campsea Ashe	2032	1997	-2	0	0	0	High
Y	82	B1438 Melton Hill	751	872	16	75	64	-15	High
Y	83	A145 west of A12	2528	2974	18	292	317	8	Medium
Y	84	A12 south of B1126	9509	10709	13	483	607	26	Medium
Y	85	A12 south of A1095	12112	13442	11	682	808	19	Very low
Y	86	A12 south of B1387	10297	11850	15	675	826	22	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	48145	48816	1	2214	2591	17	Very low
Y	88	A12 south of Foxhall Road	39306	40014	2	2313	2704	17	Very low
N	89	A1120 east of A140	12546	12781	2	1338	1342	0	High
Y	90	A1120 Sibton (east of Mill Hill)	3860	4390	14	132	136	3	High
N	91	A1152 at Eyke	6860	7066	3	244	240	-2	High

Table 1.7: 2028 Preferred Strategy (Typical Day) Hour of Highest Environmental Sensitivity (8-9 am) Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	1	Sizewell Gap	368	373	1	1	1	0	Medium
N	2	King George's Avenue	436	434	0	3	3	0	High
Y	3	Lovers Lane (LEEIE)	353	402	14	2	26	1200	Medium
Y	4a	B1122 (S)	228	544	139	9	27	200	Medium
Y	4b	Lovers Lane	357	395	11	3	16	433	Medium
Y	4c	B1122 (N)	515	863	68	11	41	273	High
Y	5	B1122 Abbey Road (existing level crossing)	256	573	124	12	29	142	High
Y	6	B1119 Samundham Road	278	331	19	11	13	18	High
Y	7	B1069 Coldfair Green	567	652	15	13	13	0	High
Y	8	B1122 Aldeburgh	234	313	34	5	5	0	High
N	9a	A1094 (W)	664	670	1	25	25	0	Medium
Y	9b	Snape Road	324	387	19	10	10	0	High
N	9c	A1094 (E)	720	795	10	22	22	0	Medium
Y	10	B1122 through Theberton	513	40	-92	11	0	-99	Medium
Y	10A	Theberton Bypass	0	648	647746	0	72	71746	Medium
Y	11	B1125 through Westleton	242	253	5	1	1	0	High
Y	12a	B1121 (N)	306	312	2	4	6	50	High
Y	12b	B1119 (E)	296	333	13	12	13	8	High
N	12c	B1121 (S)	247	265	7	13	12	-8	Medium
Y	13a	A12 (N)	1082	1168	8	86	105	22	Low
Y	13b	B1122	342	368	8	12	31	159	Low
N	13c	A12 (middle)	1048	1067	2	76	75	-1	High
Y	13d	A1120	296	334	13	14	14	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	13e	A12 (S)	825	805	-2	63	61	-3	Medium
N	14	A12 north of Darsham park and ride	1082	1328	23	86	93	8	Medium
N	15	A144 Halesworth	670	729	9	27	27	0	High
Y	16	A12 Wrentham	776	899	16	38	45	19	High
N	17a	A12 (N)	858	1021	19	62	71	14	Medium
N	17b	B1125	194	196	1	0	0	0	Medium
N	17c	A12 (S)	664	826	24	62	71	14	Medium
N	18	A145 Beccles	504	514	2	47	49	3	High
N	19a	A1117 (N)	721	764	6	2	2	0	High
N	19b	A12 (N)	1167	1162	0	15	19	26	Medium
N	19c	B1384 Stradbroke Rd	739	752	2	1	1	0	High
N	19d	A12 (S)	958	1013	6	47	51	8	Low
N	19e	A1145 (W)	1120	1124	0	33	33	0	High
N	20	A1095 Southwold	307	311	1	7	7	0	High
N	21a	B1119 (west of A12)	180	183	2	5	5	0	Medium
Y	21b	A12 (north of B1119)	856	907	6	63	104	66	Medium
Y	21c	A12 (middle)	981	1026	5	63	104	66	Medium
N	21d	B1119 (east of A12)	302	305	1	9	9	0	High
Y	21e	A12 (south of B1119)	981	1023	4	65	105	62	Medium
Y	22a	A12 (N)	1133	1188	5	75	117	56	Very low
N	22b	A1094	670	669	0	26	25	-4	Medium
Y	22c	A12 (S) (Farnham)	1517	26	-98	80	2	-98	Medium
Y	23	A12 Farnham Bend	1514	21	-99	80	2	-98	Medium
Y	23A	A12 Two Village Bypass	0	1552	1551977	0	120	119977	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	24	A12 Stratford St Andrew (Low Road)	1511	19	-99	80	2	-98	Medium
Y	25	A12 Little Glemham	1511	1571	4	80	123	54	Medium
Y	26	A12 Marlesford	1546	1611	4	80	125	56	Medium
Y	27	A12 south of Wickham Market	1727	1884	9	82	115	41	Medium
N	28a	B1078 Wickham Market	363	437	20	15	14	-7	Medium
Y	28b	B1078 Wickham Market (east of B1438)	281	355	26	17	14	-18	High
Y	28c	B1438 High Street, Wickham Market	221	225	2	2	0	-95	High
Y	29	B1078 onslip to A12	102	112	10	6	12	100	Very low
N	30	B1116 Hatcheston	428	450	5	7	7	0	Medium
N	31	B1069 Tunstall	324	381	18	8	8	0	Medium
Y	32a	A12 (N)	1804	1955	8	91	123	35	Very low
N	32b	A1152	1497	1500	0	64	64	0	High
N	32c	A12 (S)	3048	3202	5	148	182	23	Medium
N	33	A12 south of Woodbridge	3547	3653	3	207	241	16	Very low
N	34a	A12 (N)	3701	3803	3	258	290	12	Very low
Y	34b	Main Road (E)	419	412	-2	0	4	3900	High
N	34c	A12 (S)	2598	2682	3	200	228	14	Medium
N	34d	A1214 Main Road (W)	1837	1856	1	67	71	6	High
N	35	A14 south of Ipswich (east of Copdock jcn)	5573	5615	1	855	875	2	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	4689	4756	1	728	753	3	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	3594	3601	0	587	587	0	Medium
N	38a	B1079 Woodbridge w/o A12	1028	1040	1	43	43	0	Medium
N	38b	A12 Woodbridge n/o B1079	3048	3202	5	148	182	23	Medium
N	38c	B1079 Woodbridge e/o A12	946	949	0	79	79	0	High
N	39a	A1094 (west of B1069)	828	895	8	22	22	0	Medium
N	39b	B1069 (north of A1094)	573	655	14	15	15	0	Very low
N	39c	A1094 (east of B1069)	297	314	6	15	15	0	Very low
Y	41	B1125 through Middleton	204	238	17	1	1	0	Medium
N	42	B1125 (south of B1387)	212	211	0	0	0	0	Medium
N	43	A1120 (east of Dennington)	200	212	6	16	16	0	Low
N	44	A1120 (west of Dennington)	371	381	3	16	16	0	High
N	45	A1120 (east of Pettaugh)	816	826	1	89	89	0	Medium
N	46	B1119 (east of Framlingham)	188	188	0	6	6	0	High
N	47	B1119 (through Framlingham)	505	522	3	17	17	0	High
N	48	B1119 (east of Saxstead Green)	302	305	1	20	20	0	High
N	49	B1078 (east of Clopton)	277	343	24	16	16	0	Medium
N	50	B1079 (west of Clopton)	725	794	10	46	46	0	Medium
N	51	B1078 (through Gibraltar)	584	651	11	46	46	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	52	B1078 (west of Coddenham)	521	578	11	45	45	0	High
Y	53a	A144 (west of A12)	408	467	14	24	24	0	High
N	53b	A12 (north of A144)	689	855	24	62	70	13	Medium
N	53c	A12 (south of A144)	1037	1276	23	86	93	8	Medium
N	55	A140 (south of B1078)	2239	2297	3	295	295	0	Medium
N	56	A140 (north of B1078)	1745	1748	0	252	252	0	Medium
Y	57	Sizewell Link Road (east of A12)	0	121	120438	0	43	42438	Medium
N	58	A12 (north of SLR)	813	796	-2	62	61	-2	Very low
Y	59	A12 (south of SLR)	813	903	11	62	104	68	Very low
N	62	B1079 (south of Otley)	141	143	1	0	0	0	Medium
Y	63	Theberton Bypass (west of B1125)	0	464	463746	0	73	72746	Medium
Y	64	B1122 north of SZC access	513	670	31	11	72	553	Medium
Y	65	Middleton Moor Link	0	351	350977	0	31	30977	Medium
Y	66	B1122 west of B1125	300	9	-97	12	0	-99	Medium
Y	67	Main Site Access	0	463	462746	0	89	88746	Very low
Y	68	Darsham P&R	0	291	290900	0	12	11900	Very low
Y	69	Wickham Market P&R	0	224	223900	0	12	11900	Very low
Y	70	A12 on-slip (west of WM P&R)	102	321	215	6	12	100	Very low
N	71	B1116 north of B1078	454	477	5	7	7	0	Medium
N	72	B1078 west of B1116	286	362	27	17	15	-12	Medium
Y	73	B1078 south of B1116	589	711	21	18	22	22	Medium
Y	74	B1122 (Middleton Moor)	342	24	-93	12	0	-99	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	75	Lovers Lane	357	407	14	3	28	833	Medium
Y	76	B1069 (north of Aldringham Lane)	475	572	20	12	21	75	Medium
Y	77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51	2	9	350	Medium
Y	78	A12 (north of B1121)	1041	1084	4	65	106	63	Medium
N	79	B1121 at Benhall	292	314	8	13	12	-8	Medium
N	80	A1152 at Rendlesham	465	492	6	14	14	0	Medium
N	81	B1078 at Campsea Ashe	145	152	5	0	0	0	High
Y	82	B1438 Melton Hill	53	51	-4	7	5	-29	High
Y	83	A145 west of A12	207	235	13	32	34	5	Medium
Y	84	A12 south of B1126	709	836	18	42	49	17	Medium
Y	85	A12 south of A1095	886	1026	16	61	68	12	Very low
Y	86	A12 south of B1387	697	855	23	62	71	14	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	3151	3240	3	186	214	15	Very low
Y	88	A12 south of Foxhall Road	2601	2682	3	201	228	14	Very low
N	89	A1120 east of A140	924	934	1	127	128	1	High
Y	90	A1120 Sibton (east of Mill Hill)	282	318	13	14	14	0	High
N	91	A1152 at Eyke	576	592	3	17	17	0	High

Table 1.8: 2028 Preferred Strategy (Typical Day) Hour of Highest Environmental Sensitivity (3-4 pm) Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	1	Sizewell Gap	715	719	1	4	4	0	Medium
N	2	King George's Avenue	436	434	0	3	3	0	High
Y	3	Lovers Lane (LEEIE)	353	402	14	2	26	1200	Medium
Y	4a	B1122 (S)	228	544	139	9	27	200	Medium
Y	4b	Lovers Lane	357	395	11	3	16	433	Medium
Y	4c	B1122 (N)	515	863	68	11	41	273	High
Y	5	B1122 Abbey Road (existing level crossing)	256	573	124	12	29	142	High
Y	6	B1119 Samundham Road	278	331	19	11	13	18	High
Y	7	B1069 Coldfair Green	567	652	15	13	13	0	High
Y	8	B1122 Aldeburgh	234	313	34	5	5	0	High
N	9a	A1094 (W)	664	670	1	25	25	0	Medium
Y	9b	Snape Road	324	387	19	10	10	0	High
N	9c	A1094 (E)	720	795	10	22	22	0	Medium
Y	10	B1122 through Theberton	513	40	-92	11	0	-99	Medium
Y	10A	Theberton Bypass	0	648	647746	0	72	71746	Medium
Y	11	B1125 through Westleton	242	253	5	1	1	0	High
Y	12a	B1121 (N)	306	312	2	4	6	50	High
Y	12b	B1119 (E)	296	333	13	12	13	8	High
N	12c	B1121 (S)	247	265	7	13	12	-8	Medium
Y	13a	A12 (N)	1082	1168	8	86	105	22	Low
Y	13b	B1122	342	368	8	12	31	159	Low
N	13c	A12 (middle)	1048	1067	2	76	75	-1	High
Y	13d	A1120	296	334	13	14	14	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	13e	A12 (S)	825	805	-2	63	61	-3	Medium
N	14	A12 north of Darsham park and ride	1082	1328	23	86	93	8	Medium
N	15	A144 Halesworth	670	729	9	27	27	0	High
Y	16	A12 Wrentham	776	899	16	38	45	19	High
N	17a	A12 (N)	858	1021	19	62	71	14	Medium
N	17b	B1125	194	196	1	0	0	0	Medium
N	17c	A12 (S)	664	826	24	62	71	14	Medium
N	18	A145 Beccles	504	514	2	47	49	3	High
N	19a	A1117 (N)	721	764	6	2	2	0	High
N	19b	A12 (N)	1167	1162	0	15	19	26	Medium
N	19c	B1384 Stradbroke Rd	739	752	2	1	1	0	High
N	19d	A12 (S)	958	1013	6	47	51	8	Low
N	19e	A1145 (W)	1120	1124	0	33	33	0	High
N	20	A1095 Southwold	307	311	1	7	7	0	High
N	21a	B1119 (west of A12)	180	183	2	5	5	0	Medium
Y	21b	A12 (north of B1119)	856	907	6	63	104	66	Medium
Y	21c	A12 (middle)	981	1026	5	63	104	66	Medium
N	21d	B1119 (east of A12)	302	305	1	9	9	0	High
Y	21e	A12 (south of B1119)	981	1023	4	65	105	62	Medium
Y	22a	A12 (N)	1133	1188	5	75	117	56	Very low
N	22b	A1094	670	669	0	26	25	-4	Medium
Y	22c	A12 (S) (Farnham)	1517	26	-98	80	2	-98	Medium
Y	23	A12 Farnham Bend	1514	21	-99	80	2	-98	Medium
Y	23A	A12 Two Village Bypass	0	1552	1551977	0	120	119977	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	24	A12 Stratford St Andrew (Low Road)	1511	19	-99	80	2	-98	Medium
Y	25	A12 Little Glemham	1511	1571	4	80	123	54	Medium
Y	26	A12 Marlesford	1546	1611	4	80	125	56	Medium
Y	27	A12 south of Wickham Market	1727	1884	9	82	115	41	Medium
N	28a	B1078 Wickham Market	363	437	20	15	14	-7	Medium
Y	28b	B1078 Wickham Market (east of B1438)	281	355	26	17	14	-18	High
Y	28c	B1438 High Street, Wickham Market	221	225	2	2	0	-95	High
Y	29	B1078 onslip to A12	102	112	10	6	12	100	Very low
N	30	B1116 Hatcheston	428	450	5	7	7	0	Medium
N	31	B1069 Tunstall	324	381	18	8	8	0	Medium
Y	32a	A12 (N)	1804	1955	8	91	123	35	Very low
N	32b	A1152	1497	1500	0	64	64	0	High
N	32c	A12 (S)	3048	3202	5	148	182	23	Medium
N	33	A12 south of Woodbridge	3547	3653	3	207	241	16	Very low
N	34a	A12 (N)	3701	3803	3	258	290	12	Very low
Y	34b	Main Road (E)	419	412	-2	0	4	3900	High
N	34c	A12 (S)	2598	2682	3	200	228	14	Medium
N	34d	A1214 Main Road (W)	1837	1856	1	67	71	6	High
N	35	A14 south of Ipswich (east of Copdock jcn)	5573	5615	1	855	875	2	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	4689	4756	1	728	753	3	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	3594	3601	0	587	587	0	Medium
N	38a	B1079 Woodbridge w/o A12	1028	1040	1	43	43	0	Medium
N	38b	A12 Woodbridge n/o B1079	3048	3202	5	148	182	23	Medium
N	38c	B1079 Woodbridge e/o A12	946	949	0	79	79	0	High
N	39a	A1094 (west of B1069)	828	895	8	22	22	0	Medium
N	39b	B1069 (north of A1094)	573	655	14	15	15	0	Very low
N	39c	A1094 (east of B1069)	297	314	6	15	15	0	Very low
Y	41	B1125 through Middleton	204	238	17	1	1	0	Medium
N	42	B1125 (south of B1387)	212	211	0	0	0	0	Medium
N	43	A1120 (east of Dennington)	200	212	6	16	16	0	Low
N	44	A1120 (west of Dennington)	371	381	3	16	16	0	High
N	45	A1120 (east of Pettaugh)	816	826	1	89	89	0	Medium
N	46	B1119 (east of Framlingham)	188	188	0	6	6	0	High
N	47	B1119 (through Framlingham)	505	522	3	17	17	0	High
N	48	B1119 (east of Saxstead Green)	302	305	1	20	20	0	High
N	49	B1078 (east of Clopton)	277	343	24	16	16	0	Medium
N	50	B1079 (west of Clopton)	725	794	10	46	46	0	Medium
N	51	B1078 (through Gibraltar)	584	651	11	46	46	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	52	B1078 (west of Coddenham)	521	578	11	45	45	0	High
Y	53a	A144 (west of A12)	408	467	14	24	24	0	High
N	53b	A12 (north of A144)	689	855	24	62	70	13	Medium
N	53c	A12 (south of A144)	1037	1276	23	86	93	8	Medium
N	55	A140 (south of B1078)	2239	2297	3	295	295	0	Medium
N	56	A140 (north of B1078)	1745	1748	0	252	252	0	Medium
Y	57	Sizewell Link Road (east of A12)	0	121	120438	0	43	42438	Medium
N	58	A12 (north of SLR)	813	796	-2	62	61	-2	Very low
Y	59	A12 (south of SLR)	813	903	11	62	104	68	Very low
N	62	B1079 (south of Otley)	141	143	1	0	0	0	Medium
Y	63	Theberton Bypass (west of B1125)	0	464	463746	0	73	72746	Medium
Y	64	B1122 north of SZC access	513	670	31	11	72	553	Medium
Y	65	Middleton Moor Link	0	351	350977	0	31	30977	Medium
Y	66	B1122 west of B1125	300	9	-97	12	0	-99	Medium
Y	67	Main Site Access	0	463	462746	0	89	88746	Very low
Y	68	Darsham P&R	0	291	290900	0	12	11900	Very low
Y	69	Wickham Market P&R	0	224	223900	0	12	11900	Very low
Y	70	A12 on-slip (west of WM P&R)	102	321	215	6	12	100	Very low
N	71	B1116 north of B1078	454	477	5	7	7	0	Medium
N	72	B1078 west of B1116	286	362	27	17	15	-12	Medium
Y	73	B1078 south of B1116	589	711	21	18	22	22	Medium
Y	74	B1122 (Middleton Moor)	342	24	-93	12	0	-99	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	75	Lovers Lane	357	407	14	3	28	833	Medium
Y	76	B1069 (north of Aldringham Lane)	475	572	20	12	21	75	Medium
Y	77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51	2	9	350	Medium
Y	78	A12 (north of B1121)	1041	1084	4	65	106	63	Medium
N	79	B1121 at Benhall	292	314	8	13	12	-8	Medium
N	80	A1152 at Rendlesham	465	492	6	14	14	0	Medium
N	81	B1078 at Campsea Ashe	145	152	5	0	0	0	High
Y	82	B1438 Melton Hill	53	51	-4	7	5	-29	High
Y	83	A145 west of A12	207	235	13	32	34	5	Medium
Y	84	A12 south of B1126	709	836	18	42	49	17	Medium
Y	85	A12 south of A1095	886	1026	16	61	68	12	Very low
Y	86	A12 south of B1387	697	855	23	62	71	14	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	3151	3240	3	186	214	15	Very low
Y	88	A12 south of Foxhall Road	2601	2682	3	201	228	14	Very low
N	89	A1120 east of A140	924	934	1	127	128	1	High
Y	90	A1120 Sibton (east of Mill Hill)	282	318	13	14	14	0	High
N	91	A1152 at Eyke	576	592	3	17	17	0	High

1.3 2028 Preferred Strategy (Busiest Day)

Table 1.9: 2028 Preferred Strategy (Busiest Day) Representative Hour Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	1	Sizewell Gap	715	719	1	4	4	0	Medium
N	2	King George's Avenue	436	433	-1	3	3	0	High
Y	3	Lovers Lane (LEEIE)	353	402	14	2	26	1200	Medium
Y	4a	B1122 (S)	228	544	139	9	27	200	Medium
Y	4b	Lovers Lane	357	395	11	3	16	433	Medium
Y	4c	B1122 (N)	515	863	68	11	41	273	High
Y	5	B1122 Abbey Road (existing level crossing)	256	573	124	12	29	142	High
Y	6	B1119 Samundham Road	278	331	19	11	13	18	High
Y	7	B1069 Coldfair Green	567	652	15	13	13	0	High
Y	8	B1122 Aldeburgh	234	313	34	5	5	0	High
N	9a	A1094 (W)	664	669	1	25	25	0	Medium
Y	9b	Snape Road	324	387	19	10	10	0	High
N	9c	A1094 (E)	720	794	10	22	22	0	Medium
Y	10	B1122 through Theberton	513	48	-91	11	0	-99	Medium
Y	10A	Theberton Bypass	0	652	651600	0	84	83600	Medium
Y	11	B1125 through Westleton	242	253	5	1	1	0	High
Y	12a	B1121 (N)	306	312	2	4	6	50	High
Y	12b	B1119 (E)	296	333	13	12	13	8	High
N	12c	B1121 (S)	247	264	7	13	12	-8	Medium
Y	13a	A12 (N)	1082	1169	8	86	107	24	Low
Y	13b	B1122	342	370	8	12	33	174	Low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	13c	A12 (middle)	1048	1065	2	76	75	-1	High
Y	13d	A1120	296	334	13	14	14	0	High
N	13e	A12 (S)	825	803	-3	63	61	-3	Medium
N	14	A12 north of Darsham park and ride	1082	1330	23	86	96	11	Medium
N	15	A144 Halesworth	670	729	9	27	27	0	High
Y	16	A12 Wrentham	776	900	16	38	46	22	High
N	17a	A12 (N)	858	1021	19	62	71	14	Medium
N	17b	B1125	194	196	1	0	0	0	Medium
N	17c	A12 (S)	664	826	24	62	71	14	Medium
N	18	A145 Beccles	504	514	2	47	49	4	High
N	19a	A1117 (N)	721	764	6	2	2	0	High
N	19b	A12 (N)	1167	1163	0	15	21	37	Medium
N	19c	B1384 Stradbroke Rd	739	753	2	1	1	0	High
N	19d	A12 (S)	958	1015	6	47	53	12	Low
N	19e	A1145 (W)	1120	1124	0	33	33	0	High
N	20	A1095 Southwold	307	311	1	7	7	0	High
N	21a	B1119 (west of A12)	180	183	2	5	5	0	Medium
Y	21b	A12 (north of B1119)	856	914	7	63	114	81	Medium
Y	21c	A12 (middle)	981	1034	5	63	114	81	Medium
N	21d	B1119 (east of A12)	302	305	1	9	9	0	High
Y	21e	A12 (south of B1119)	981	1033	5	65	116	78	Medium
Y	22a	A12 (N)	1133	1196	6	75	127	69	Very low
N	22b	A1094	670	669	0	26	25	-4	Medium
Y	22c	A12 (S) (Farnham)	1517	26	-98	80	2	-98	Medium
Y	23	A12 Farnham Bend	1514	21	-99	80	2	-98	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	23A	A12 Two Village Bypass	0	1561	1560500	0	131	130500	Medium
Y	24	A12 Stratford St Andrew (Low Road)	1511	19	-99	80	2	-98	Medium
Y	25	A12 Little Glemham	1511	1580	5	80	133	67	Medium
Y	26	A12 Marlesford	1546	1620	5	80	135	69	Medium
Y	27	A12 south of Wickham Market	1727	1882	9	82	128	56	Medium
N	28a	B1078 Wickham Market	363	439	21	15	14	-7	Medium
Y	28b	B1078 Wickham Market (east of B1438)	281	357	27	17	14	-18	High
Y	28c	B1438 High Street, Wickham Market	221	225	2	2	0	-95	High
Y	29	B1078 onslip to A12	102	114	12	6	12	100	Very low
N	30	B1116 Hatcheston	428	448	5	7	7	0	Medium
N	31	B1069 Tunstall	324	381	18	8	8	0	Medium
Y	32a	A12 (N)	1804	1951	8	91	135	48	Very low
N	32b	A1152	1497	1500	0	64	64	0	High
N	32c	A12 (S)	3048	3201	5	148	194	31	Medium
N	33	A12 south of Woodbridge	3547	3646	3	207	253	22	Very low
N	34a	A12 (N)	3701	3807	3	258	302	17	Very low
Y	34b	Main Road (E)	419	417	0	0	4	3900	High
N	34c	A12 (S)	2598	2677	3	200	240	20	Medium
N	34d	A1214 Main Road (W)	1837	1851	1	67	71	6	High
N	35	A14 south of Ipswich (east of Copdock jcn)	5573	5617	1	855	882	3	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	4689	4770	2	728	762	5	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	3594	3600	0	587	587	0	Medium
N	38a	B1079 Woodbridge w/o A12	1028	1040	1	43	43	0	Medium
N	38b	A12 Woodbridge n/o B1079	3048	3201	5	148	194	31	Medium
N	38c	B1079 Woodbridge e/o A12	946	948	0	79	79	0	High
N	39a	A1094 (west of B1069)	828	895	8	22	22	0	Medium
N	39b	B1069 (north of A1094)	573	655	14	15	15	0	Very low
N	39c	A1094 (east of B1069)	297	314	6	15	15	0	Very low
Y	41	B1125 through Middleton	204	238	17	1	1	0	Medium
N	42	B1125 (south of B1387)	212	211	0	0	0	0	Medium
N	43	A1120 (east of Dennington)	200	213	7	16	16	0	Low
N	44	A1120 (west of Dennington)	371	382	3	16	16	0	High
N	45	A1120 (east of Pettaugh)	816	827	1	89	89	0	Medium
N	46	B1119 (east of Framlingham)	188	188	0	6	6	0	High
N	47	B1119 (through Framlingham)	505	523	4	17	17	0	High
N	48	B1119 (east of Saxstead Green)	302	307	2	20	20	0	High
N	49	B1078 (east of Clopton)	277	345	25	16	16	0	Medium
N	50	B1079 (west of Clopton)	725	796	10	46	46	0	Medium
N	51	B1078 (through Gibraltar)	584	653	12	46	46	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	52	B1078 (west of Coddenham)	521	578	11	45	45	0	High
Y	53a	A144 (west of A12)	408	466	14	24	24	0	High
N	53b	A12 (north of A144)	689	857	24	62	72	15	Medium
N	53c	A12 (south of A144)	1037	1277	23	86	96	11	Medium
N	55	A140 (south of B1078)	2239	2299	3	295	295	0	Medium
N	56	A140 (north of B1078)	1745	1750	0	252	252	0	Medium
Y	57	Sizewell Link Road (east of A12)	0	130	129700	0	52	51700	Medium
N	58	A12 (north of SLR)	813	795	-2	62	61	-2	Very low
Y	59	A12 (south of SLR)	813	912	12	62	114	83	Very low
N	62	B1079 (south of Otley)	141	143	1	0	0	0	Medium
Y	63	Theberton Bypass (west of B1125)	0	476	476300	0	85	85300	Medium
Y	64	B1122 north of SZC access	513	680	33	11	82	648	Medium
Y	65	Middleton Moor Link	0	354	353500	0	34	33500	Medium
Y	66	B1122 west of B1125	300	9	-97	12	0	-99	Medium
Y	67	Main Site Access	0	473	472900	0	100	99900	Very low
Y	68	Darsham P&R	0	291	290900	0	12	11900	Very low
Y	69	Wickham Market P&R	0	217	216900	0	12	11900	Very low
Y	70	A12 on-slip (west of WM P&R)	102	316	210	6	12	100	Very low
N	71	B1116 north of B1078	454	475	5	7	7	0	Medium
N	72	B1078 west of B1116	286	365	28	17	15	-12	Medium
Y	73	B1078 south of B1116	589	701	19	18	22	22	Medium
Y	74	B1122 (Middleton Moor)	342	24	-93	12	0	-99	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	75	Lovers Lane	357	407	14	3	28	833	Medium
Y	76	B1069 (north of Aldringham Lane)	475	572	20	12	21	75	Medium
Y	77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51	2	9	350	Medium
Y	78	A12 (north of B1121)	1041	1092	5	65	116	78	Medium
N	79	B1121 at Benhall	292	314	8	13	12	-8	Medium
N	80	A1152 at Rendlesham	465	492	6	14	14	0	Medium
N	81	B1078 at Campsea Ashe	145	152	5	0	0	0	High
Y	82	B1438 Melton Hill	53	51	-4	7	5	-29	High
Y	83	A145 west of A12	207	234	13	32	33	4	Medium
Y	84	A12 south of B1126	709	837	18	42	50	20	Medium
Y	85	A12 south of A1095	886	1026	16	61	69	13	Very low
Y	86	A12 south of B1387	697	855	23	62	71	14	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	3151	3249	3	186	226	21	Very low
Y	88	A12 south of Foxhall Road	2601	2691	3	201	241	20	Very low
N	89	A1120 east of A140	924	936	1	127	128	1	High
Y	90	A1120 Sibton (east of Mill Hill)	282	318	13	14	14	0	High
N	91	A1152 at Eyke	576	592	3	17	17	0	High

Table 1.10: 2028 Preferred Strategy (Busiest Day) 24 Hour AAWT Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	1	Sizewell Gap	6765	6871	2	10	10	0	Medium
N	2	King George's Avenue	4515	4589	2	17	17	0	High
Y	3	Lovers Lane (LEEIE)	2958	3540	20	9	177	1954	Medium
Y	4a	B1122 (S)	3197	6490	103	92	304	231	Medium
Y	4b	Lovers Lane	2968	3408	15	28	53	90	Medium
Y	4c	B1122 (N)	5581	9307	67	91	332	265	High
Y	5	B1122 Abbey Road (existing level crossing)	4414	7744	75	117	330	184	High
Y	6	B1119 Samundham Road	5131	5901	15	125	149	19	High
Y	7	B1069 Coldfair Green	6518	7388	13	133	137	3	High
Y	8	B1122 Aldeburgh	3387	4144	22	49	49	0	High
N	9a	A1094 (W)	8402	8555	2	216	212	-2	Medium
Y	9b	Snape Road	4669	5275	13	102	102	0	High
N	9c	A1094 (E)	9085	9836	8	215	209	-3	Medium
Y	10	B1122 through Theberton	5563	509	-91	91	0	-100	Medium
Y	10A	Theberton Bypass	0	7927	7926454	0	1331	1330892	Medium
Y	11	B1125 through Westleton	2693	2979	11	10	10	0	High
Y	12a	B1121 (N)	5132	5301	3	43	67	56	High
Y	12b	B1119 (E)	5336	5897	11	135	151	12	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	12c	B1121 (S)	4172	4902	17	144	139	-4	Medium
Y	13a	A12 (N)	15820	16724	6	918	1242	35	Low
Y	13b	B1122	3964	4317	9	112	447	298	Low
N	13c	A12 (middle)	15920	15866	0	828	808	-3	High
Y	13d	A1120	4111	4693	14	134	138	3	High
N	13e	A12 (S)	13097	12410	-5	688	667	-3	Medium
N	14	A12 north of Darsham park and ride	15819	18311	16	918	1090	19	Medium
N	15	A144 Halesworth	8796	9472	8	271	269	-1	High
Y	16	A12 Wrentham	10620	11775	11	441	585	32	High
N	17a	A12 (N)	11772	13494	15	673	852	26	Medium
N	17b	B1125	1940	2083	7	0	0	0	Medium
N	17c	A12 (S)	9661	11233	16	673	852	26	Medium
N	18	A145 Beccles	7294	7573	4	451	482	7	High
N	19a	A1117 (N)	10286	10666	4	19	24	29	High
Y	19b	A12 (N)	15091	15148	0	213	283	33	Medium
N	19c	B1384 Stradbroke Rd	9964	10045	1	10	11	20	High
N	19d	A12 (S)	13517	14026	4	521	592	14	Low
N	19e	A1145 (W)	17000	17064	0	318	318	0	High
N	20	A1095 Southwold	4213	4258	1	73	73	0	High
N	21a	B1119 (west of A12)	3051	3131	3	48	48	0	Medium
Y	21b	A12 (north of B1119)	13471	14297	6	692	1582	129	Medium
Y	21c	A12 (middle)	15918	16674	5	698	1588	127	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	21d	B1119 (east of A12)	5266	5057	-4	99	99	0	High
Y	21e	A12 (south of B1119)	15531	16105	4	728	1618	122	Medium
Y	22a	A12 (N)	17748	18934	7	853	1740	104	Very low
N	22b	A1094	8451	8568	1	220	216	-2	Medium
Y	22c	A12 (S) (Farnham)	22419	298	-99	932	11	-99	Medium
Y	23	A12 Farnham Bend	22412	279	-99	939	11	-99	Medium
Y	23A	A12 Two Village Bypass	0	23416	23415691	0	1804	1804310	Medium
Y	24	A12 Stratford St Andrew (Low Road)	22389	265	-99	943	13	-99	Medium
Y	25	A12 Little Glemham	22389	23687	6	943	1828	94	Medium
Y	26	A12 Marlesford	23047	24352	6	949	1838	94	Medium
Y	27	A12 south of Wickham Market	24724	26654	8	984	1692	72	Medium
N	28a	B1078 Wickham Market	5728	6677	17	149	145	-3	Medium
Y	28b	B1078 Wickham Market (east of B1438)	4585	5534	21	160	145	-9	High
Y	28c	B1438 High Street, Wickham Market	3353	3434	2	11	0	-99	High
Y	29	B1078 onslip to A12	2070	2238	8	69	137	99	Very low
N	30	B1116 Hatcheston	6064	6257	3	61	61	0	Medium
N	31	B1069 Tunstall	4612	5141	11	94	94	0	Medium
Y	32a	A12 (N)	25811	27532	7	1112	1784	60	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	32b	A1152	20142	19914	-1	827	825	0	High
Y	32c	A12 (S)	42586	43932	3	1934	2572	33	Medium
N	33	A12 south of Woodbridge	49112	49482	1	2467	3079	25	Very low
N	34a	A12 (N)	52770	53524	1	2996	3599	20	Very low
Y	34b	Main Road (E)	7316	7650	5	0	72	71900	High
N	34c	A12 (S)	40853	41324	1	2322	2859	23	Medium
N	34d	A1214 Main Road (W)	26731	26987	1	718	782	9	High
N	35	A14 south of Ipswich (east of Copdock jcn)	77716	78332	1	11540	11884	3	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	66532	67063	1	10011	10449	4	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	51567	51614	0	8419	8446	0	Medium
N	38a	B1079 Woodbridge w/o A12	14130	14103	0	499	493	-1	Medium
Y	38b	A12 Woodbridge n/o B1079	42586	43932	3	1934	2572	33	Medium
N	38c	B1079 Woodbridge e/o A12	13052	12969	-1	756	735	-3	High
N	39a	A1094 (west of B1069)	10631	11364	7	222	216	-3	Medium
N	39b	B1069 (north of A1094)	6476	7318	13	140	146	4	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	39c	A1094 (east of B1069)	4535	4723	4	142	140	-1	Very low
Y	41	B1125 through Middleton	2112	2760	31	10	10	0	Medium
N	42	B1125 (south of B1387)	2197	2327	6	0	0	0	Medium
N	43	A1120 (east of Dennington)	2800	3002	7	157	157	0	Low
N	44	A1120 (west of Dennington)	4864	5056	4	151	151	0	High
N	45	A1120 (east of Pettaugh)	11322	11592	2	975	975	0	Medium
N	46	B1119 (east of Framlingham)	3237	3324	3	65	63	-3	High
N	47	B1119 (through Framlingham)	8502	8741	3	239	237	-1	High
N	48	B1119 (east of Saxstead Green)	4997	5151	3	266	264	-1	High
N	49	B1078 (east of Clopton)	4290	5175	21	153	151	-1	Medium
N	50	B1079 (west of Clopton)	10642	11530	8	516	510	-1	Medium
N	51	B1078 (through Gibraltar)	8830	9705	10	516	510	-1	High
N	52	B1078 (west of Coddenham)	7502	8153	9	506	504	0	High
Y	53a	A144 (west of A12)	5012	5716	14	223	221	-1	High
N	53b	A12 (north of A144)	10259	11909	16	682	860	26	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	53c	A12 (south of A144)	14999	17433	16	916	1090	19	Medium
N	55	A140 (south of B1078)	32859	33823	3	3571	3565	0	Medium
N	56	A140 (north of B1078)	25113	25419	1	3057	3053	0	Medium
Y	57	Sizewell Link Road (east of A12)	0	2071	2070481	0	912	911409	Medium
N	58	A12 (north of SLR)	12800	12271	-4	686	665	-3	Very low
Y	59	A12 (south of SLR)	12800	14175	11	686	1576	130	Very low
N	62	B1079 (south of Otley)	1818	1825	0	0	0	0	Medium
Y	63	Theberton Bypass (west of B1125)	0	6036	6036183	0	1352	1351902	Medium
Y	64	B1122 north of SZC access	5563	8163	47	91	1333	1361	Medium
Y	65	Middleton Moor Link	0	4103	4102476	0	445	444685	Medium
Y	66	B1122 west of B1125	3313	117	-96	106	0	-100	Medium
Y	67	Main Site Access	0	5530	5530248	0	1472	1472338	Very low
Y	68	Darsham P&R	0	2563	2562448	0	152	151900	Very low
Y	69	Wickham Market P&R	0	2246	2245839	0	152	151900	Very low
Y	70	A12 on-slip (west of WM P&R)	2071	4505	118	69	137	99	Very low
N	71	B1116 north of B1078	6406	6608	3	63	63	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	72	B1078 west of B1116	4571	5539	21	168	155	-8	Medium
Y	73	B1078 south of B1116	8083	9538	18	169	240	42	Medium
Y	74	B1122 (Middleton Moor)	3964	346	-91	112	4	-97	Medium
Y	75	Lovers Lane	2968	3548	20	28	193	595	Medium
Y	76	B1069 (north of Aldringham Lane)	5450	6384	17	109	208	90	Medium
Y	77	Aldeburgh Rd (north of Aldringham Lane)	4259	5681	33	22	115	414	Medium
Y	78	A12 (north of B1121)	15963	16514	3	728	1618	122	Medium
N	79	B1121 at Benhall	4568	5307	16	143	137	-4	Medium
N	80	A1152 at Rendlesham	5577	5930	6	177	175	-1	Medium
N	81	B1078 at Campsea Ashe	2032	1990	-2	0	0	0	High
Y	82	B1438 Melton Hill	751	884	18	75	64	-15	High
Y	83	A145 west of A12	2528	2965	17	292	327	12	Medium
Y	84	A12 south of B1126	9509	10699	13	483	626	30	Medium
Y	85	A12 south of A1095	12112	13428	11	682	827	21	Very low
Y	86	A12 south of B1387	10297	11831	15	675	856	27	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	48145	48697	1	2214	2749	24	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	88	A12 south of Foxhall Road	39306	39979	2	2313	2873	24	Very low
N	89	A1120 east of A140	12546	12838	2	1338	1342	0	High
Y	90	A1120 Sibton (east of Mill Hill)	3860	4415	14	132	136	3	High
N	91	A1152 at Eyke	6860	7082	3	244	240	-2	High

Table 1.11: 2028 Preferred Strategy (Busiest Day) Hour of Highest Environmental Sensitivity (8-9 am) Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	1	Sizewell Gap	368	373	1	1	1	0	Medium
N	2	King George's Avenue	250	254	2	2	2	0	High
Y	3	Lovers Lane (LEEIE)	197	229	16	1	13	1200	Medium
Y	4a	B1122 (S)	273	386	41	13	23	77	Medium
Y	4b	Lovers Lane	200	220	10	3	3	0	Medium
Y	4c	B1122 (N)	433	559	29	12	23	92	High
Y	5	B1122 Abbey Road (existing level crossing)	395	509	29	16	25	56	High
Y	6	B1119 Samundham Road	465	500	8	14	16	14	High
Y	7	B1069 Coldfair Green	501	521	4	16	16	0	High
Y	8	B1122 Aldeburgh	266	290	9	6	6	0	High
Y	9a	A1094 (W)	653	658	1	27	26	-4	Medium
Y	9b	Snape Road	363	377	4	11	11	0	High
Y	9c	A1094 (E)	691	710	3	21	20	-5	Medium
Y	10	B1122 through Theberton	432	43	-90	12	0	-99	Medium
Y	10A	Theberton Bypass	0	539	539000	0	93	93000	Medium
N	11	B1125 through Westleton	222	225	1	1	1	0	High
Y	12a	B1121 (N)	475	474	0	4	6	50	High
Y	12b	B1119 (E)	485	504	4	15	16	7	High
N	12c	B1121 (S)	332	358	8	13	13	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	13a	A12 (N)	1155	1188	3	100	118	18	Low
Y	13b	B1122	309	314	1	14	35	146	Low
N	13c	A12 (middle)	1192	1141	-4	89	86	-3	High
Y	13d	A1120	319	336	5	18	19	6	High
N	13e	A12 (S)	978	909	-7	72	69	-4	Medium
N	14	A12 north of Darsham park and ride	1155	1208	5	100	111	11	Medium
N	15	A144 Halesworth	762	779	2	32	31	-3	High
Y	16	A12 Wrentham	754	775	3	48	56	17	High
N	17a	A12 (N)	854	886	4	72	84	16	Medium
N	17b	B1125	148	152	3	0	0	0	Medium
N	17c	A12 (S)	705	732	4	72	84	16	Medium
N	18	A145 Beccles	727	736	1	50	54	7	High
N	19a	A1117 (N)	910	916	1	2	2	0	High
Y	19b	A12 (N)	1257	1258	0	21	27	27	Medium
N	19c	B1384 Stradbroke Rd	1050	1050	0	2	2	0	High
N	19d	A12 (S)	1033	1043	1	57	63	10	Low
N	19e	A1145 (W)	1355	1354	0	36	36	0	High
N	20	A1095 Southwold	351	353	1	8	8	0	High
N	21a	B1119 (west of A12)	248	251	1	6	6	0	Medium
Y	21b	A12 (north of B1119)	1082	1143	6	73	130	78	Medium
Y	21c	A12 (middle)	1261	1316	4	74	131	76	Medium
N	21d	B1119 (east of A12)	567	562	-1	13	13	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	21e	A12 (south of B1119)	1319	1368	4	76	133	74	Medium
Y	22a	A12 (N)	1325	1395	5	86	144	67	Very low
Y	22b	A1094	662	666	1	28	27	-4	Medium
Y	22c	A12 (S) (Farnham)	1641	27	-98	92	2	-98	Medium
Y	23	A12 Farnham Bend	1640	25	-98	92	2	-98	Medium
Y	23A	A12 Two Village Bypass	0	1687	1686500	0	147	146500	Medium
Y	24	A12 Stratford St Andrew (Low Road)	1638	23	-99	92	2	-98	Medium
Y	25	A12 Little Glemham	1638	1710	4	92	149	62	Medium
Y	26	A12 Marlesford	1702	1772	4	93	149	60	Medium
Y	27	A12 south of Wickham Market	1949	2008	3	99	146	47	Medium
N	28a	B1078 Wickham Market	535	579	8	20	19	-5	Medium
Y	28b	B1078 Wickham Market (east of B1438)	412	443	8	22	19	-14	High
Y	28c	B1438 High Street, Wickham Market	315	326	3	2	0	-95	High
Y	29	B1078 onslip to A12	160	166	4	10	11	10	Very low
N	30	B1116 Hatcheston	627	635	1	10	10	0	Medium
N	31	B1069 Tunstall	359	369	3	8	8	0	Medium
Y	32a	A12 (N)	2091	2140	2	113	159	41	Very low
N	32b	A1152	1660	1644	-1	75	74	-1	High
Y	32c	A12 (S)	3210	3212	0	177	214	21	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	33	A12 south of Woodbridge	3663	3585	-2	240	275	14	Very low
N	34a	A12 (N)	4117	4065	-1	283	319	13	Very low
Y	34b	Main Road (E)	406	435	7	0	4	3900	High
Y	34c	A12 (S)	3151	3115	-1	215	250	16	Medium
N	34d	A1214 Main Road (W)	2240	2229	0	73	75	3	High
N	35	A14 south of Ipswich (east of Copdock jcn)	6173	6198	0	823	829	1	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	5107	5133	1	688	703	2	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	3759	3744	0	525	524	0	Medium
N	38a	B1079 Woodbridge w/o A12	1285	1233	-4	57	56	-2	Medium
Y	38b	A12 Woodbridge n/o B1079	3210	3212	0	177	214	21	Medium
N	38c	B1079 Woodbridge e/o A12	1331	1319	-1	92	85	-8	High
Y	39a	A1094 (west of B1069)	811	826	2	21	20	-5	Medium
Y	39b	B1069 (north of A1094)	489	508	4	15	16	7	Very low
N	39c	A1094 (east of B1069)	361	365	1	13	12	-8	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	41	B1125 through Middleton	167	204	22	1	1	0	Medium
N	42	B1125 (south of B1387)	170	168	-1	0	0	0	Medium
N	43	A1120 (east of Dennington)	240	247	3	21	21	0	Low
N	44	A1120 (west of Dennington)	412	421	2	19	19	0	High
N	45	A1120 (east of Pettaugh)	1028	1039	1	102	102	0	Medium
N	46	B1119 (east of Framlingham)	286	288	1	8	8	0	High
N	47	B1119 (through Framlingham)	914	923	1	20	20	0	High
N	48	B1119 (east of Saxstead Green)	490	494	1	23	22	-4	High
N	49	B1078 (east of Clopton)	399	443	11	20	20	0	Medium
N	50	B1079 (west of Clopton)	1022	1024	0	60	59	-2	Medium
Y	51	B1078 (through Gibraltar)	857	859	0	60	59	-2	High
Y	52	B1078 (west of Coddenham)	682	703	3	57	57	0	High
Y	53a	A144 (west of A12)	412	430	4	28	27	-4	High
N	53b	A12 (north of A144)	757	790	4	73	84	15	Medium
N	53c	A12 (south of A144)	1098	1149	5	100	111	11	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	55	A140 (south of B1078)	2574	2609	1	322	323	0	Medium
N	56	A140 (north of B1078)	1924	1938	1	269	269	0	Medium
Y	57	Sizewell Link Road (east of A12)	0	136	136200	0	62	62200	Medium
N	58	A12 (north of SLR)	952	903	-5	72	68	-6	Very low
Y	59	A12 (south of SLR)	952	1020	7	72	130	81	Very low
N	62	B1079 (south of Otley)	166	165	-1	0	0	0	Medium
Y	63	Theberton Bypass (west of B1125)	0	419	419300	0	94	94300	Medium
Y	64	B1122 north of SZC access	432	564	31	12	93	676	Medium
Y	65	Middleton Moor Link	0	295	294700	0	34	33700	Medium
Y	66	B1122 west of B1125	256	10	-96	14	0	-99	Medium
Y	67	Main Site Access	0	223	223300	0	88	88300	Very low
Y	68	Darsham P&R	0	49	48900	0	6	5900	Very low
Y	69	Wickham Market P&R	0	78	77900	0	7	6900	Very low
Y	70	A12 on-slip (west of WM P&R)	160	235	47	10	12	20	Very low
N	71	B1116 north of B1078	650	659	1	10	10	0	Medium
N	72	B1078 west of B1116	421	452	7	22	20	-9	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	73	B1078 south of B1116	786	837	6	22	25	14	Medium
Y	74	B1122 (Middleton Moor)	309	27	-91	14	0	-99	Medium
Y	75	Lovers Lane	200	232	16	3	15	400	Medium
Y	76	B1069 (north of Aldringham Lane)	407	429	5	13	18	38	Medium
Y	77	Aldeburgh Rd (north of Aldringham Lane)	319	366	15	4	8	100	Medium
Y	78	A12 (north of B1121)	1205	1254	4	76	133	74	Medium
N	79	B1121 at Benhall	371	395	6	14	13	-7	Medium
N	80	A1152 at Rendlesham	495	507	2	14	13	-7	Medium
N	81	B1078 at Campsea Ashe	184	177	-4	0	0	0	High
Y	82	B1438 Melton Hill	140	135	-4	6	4	-33	High
Y	83	A145 west of A12	231	242	5	33	37	11	Medium
Y	84	A12 south of B1126	661	683	3	54	62	15	Medium
Y	85	A12 south of A1095	846	872	3	73	81	11	Very low
Y	86	A12 south of B1387	752	773	3	72	84	16	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	3821	3751	-2	202	237	17	Very low
Y	88	A12 south of Foxhall Road	3066	3079	0	224	261	17	Very low
N	89	A1120 east of A140	1127	1141	1	141	142	1	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	90	A1120 Sibton (east of Mill Hill)	304	320	5	18	19	6	High
N	91	A1152 at Eyke	603	608	1	19	19	0	High

Table 1.12: 2028 Preferred Strategy (Busiest Day) Hour of Highest Environmental Sensitivity (3-4 pm) Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	1	Sizewell Gap	379	384	1	1	1	0	Medium
N	2	King George's Avenue	277	281	1	2	2	0	High
Y	3	Lovers Lane (LEEIE)	184	224	22	1	14	1300	Medium
Y	4a	B1122 (S)	308	513	67	10	20	100	Medium
Y	4b	Lovers Lane	184	213	16	3	3	0	Medium
Y	4c	B1122 (N)	456	688	51	10	20	100	High
Y	5	B1122 Abbey Road (existing level crossing)	453	659	45	12	23	92	High
Y	6	B1119 Samundham Road	483	551	14	11	13	18	High
Y	7	B1069 Coldfair Green	528	574	9	12	13	8	High
Y	8	B1122 Aldeburgh	288	320	11	3	3	0	High
Y	9a	A1094 (W)	705	709	1	16	15	-6	Medium
Y	9b	Snape Road	402	432	7	6	6	0	High
Y	9c	A1094 (E)	736	771	5	16	16	0	Medium
Y	10	B1122 through Theberton	455	46	-90	10	0	-99	Medium
Y	10A	Theberton Bypass	0	612	612000	0	82	82000	Medium
Y	11	B1125 through Westleton	228	255	12	1	1	0	High
Y	12a	B1121 (N)	476	459	-4	3	5	67	High
Y	12b	B1119 (E)	482	537	11	12	13	8	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	12c	B1121 (S)	410	468	14	11	11	0	Medium
Y	13a	A12 (N)	1231	1273	3	73	90	23	Low
Y	13b	B1122	318	337	6	11	29	164	Low
N	13c	A12 (middle)	1275	1255	-2	64	63	-2	High
Y	13d	A1120	391	435	11	10	10	0	High
N	13e	A12 (S)	1066	998	-6	56	55	-2	Medium
N	14	A12 north of Darsham park and ride	1231	1367	11	73	84	15	Medium
N	15	A144 Halesworth	752	793	5	28	28	0	High
Y	16	A12 Wrentham	842	929	10	34	43	27	High
Y	17a	A12 (N)	930	1036	11	52	65	24	Medium
N	17b	B1125	150	170	13	0	0	0	Medium
Y	17c	A12 (S)	782	866	11	52	65	24	Medium
N	18	A145 Beccles	733	742	1	47	51	7	High
N	19a	A1117 (N)	819	843	3	2	3	50	High
Y	19b	A12 (N)	1020	1028	1	15	20	33	Medium
N	19c	B1384 Stradbroke Rd	962	966	0	2	2	0	High
N	19d	A12 (S)	1119	1147	2	42	47	12	Low
N	19e	A1145 (W)	1406	1401	0	28	28	0	High
N	20	A1095 Southwold	339	341	1	8	8	0	High
N	21a	B1119 (west of A12)	228	229	0	3	3	0	Medium
Y	21b	A12 (north of B1119)	1122	1165	4	58	112	92	Medium
Y	21c	A12 (middle)	1280	1314	3	58	113	94	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	21d	B1119 (east of A12)	427	422	-1	8	8	0	High
Y	21e	A12 (south of B1119)	1241	1280	3	62	117	89	Medium
Y	22a	A12 (N)	1430	1523	6	70	127	81	Very low
Y	22b	A1094	698	700	0	16	16	0	Medium
Y	22c	A12 (S) (Farnham)	1768	28	-98	78	1	-99	Medium
Y	23	A12 Farnham Bend	1766	27	-98	78	1	-99	Medium
Y	23A	A12 Two Village Bypass	0	1834	1833800	0	133	132800	Medium
Y	24	A12 Stratford St Andrew (Low Road)	1759	20	-99	78	1	-99	Medium
Y	25	A12 Little Glemham	1759	1856	6	78	136	74	Medium
Y	26	A12 Marlesford	1816	1912	5	78	137	75	Medium
Y	27	A12 south of Wickham Market	1884	1991	6	82	134	63	Medium
N	28a	B1078 Wickham Market	560	644	15	10	10	0	Medium
Y	28b	B1078 Wickham Market (east of B1438)	480	557	16	10	10	0	High
Y	28c	B1438 High Street, Wickham Market	294	306	4	1	0	-90	High
Y	29	B1078 onslip to A12	200	214	7	3	6	100	Very low
N	30	B1116 Hatcheston	525	532	1	4	4	0	Medium
N	31	B1069 Tunstall	385	412	7	6	6	0	Medium
Y	32a	A12 (N)	1974	2049	4	92	141	53	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	32b	A1152	1763	1676	-5	71	71	0	High
Y	32c	A12 (S)	3418	3428	0	158	206	31	Medium
Y	33	A12 south of Woodbridge	3758	3652	-3	201	249	24	Very low
N	34a	A12 (N)	4072	4029	-1	257	301	17	Very low
Y	34b	Main Road (E)	577	629	9	0	4	3900	High
Y	34c	A12 (S)	3274	3244	-1	204	244	20	Medium
N	34d	A1214 Main Road (W)	2217	2227	0	62	68	10	High
N	35	A14 south of Ipswich (east of Copdock jcn)	5394	5374	0	1001	1002	0	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	4668	4645	0	863	872	1	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	3837	3829	0	731	728	0	Medium
N	38a	B1079 Woodbridge w/o A12	1140	1139	0	28	28	0	Medium
Y	38b	A12 Woodbridge n/o B1079	3418	3428	0	158	206	31	Medium
N	38c	B1079 Woodbridge e/o A12	1215	1208	-1	55	55	0	High
Y	39a	A1094 (west of B1069)	886	918	4	16	16	0	Medium
Y	39b	B1069 (north of A1094)	509	551	8	12	13	8	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	39c	A1094 (east of B1069)	420	422	0	11	11	0	Very low
Y	41	B1125 through Middleton	174	233	34	1	1	0	Medium
N	42	B1125 (south of B1387)	174	194	11	0	0	0	Medium
N	43	A1120 (east of Dennington)	244	258	6	10	10	0	Low
N	44	A1120 (west of Dennington)	387	401	4	10	10	0	High
N	45	A1120 (east of Pettaugh)	928	952	3	68	68	0	Medium
N	46	B1119 (east of Framlingham)	253	261	3	5	4	-20	High
N	47	B1119 (through Framlingham)	875	894	2	11	11	0	High
N	48	B1119 (east of Saxstead Green)	481	497	3	13	13	0	High
N	49	B1078 (east of Clopton)	411	491	19	10	10	0	Medium
N	50	B1079 (west of Clopton)	815	898	10	22	22	0	Medium
Y	51	B1078 (through Gibraltar)	674	758	12	22	22	0	High
N	52	B1078 (west of Coddenham)	490	542	11	21	21	0	High
Y	53a	A144 (west of A12)	373	418	12	21	21	0	High
Y	53b	A12 (north of A144)	822	911	11	52	65	24	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	53c	A12 (south of A144)	1168	1302	11	72	84	17	Medium
N	55	A140 (south of B1078)	2248	2337	4	245	245	0	Medium
N	56	A140 (north of B1078)	1794	1835	2	227	227	0	Medium
Y	57	Sizewell Link Road (east of A12)	0	150	149400	0	57	56400	Medium
N	58	A12 (north of SLR)	1037	986	-5	56	55	-2	Very low
Y	59	A12 (south of SLR)	1037	1111	7	56	111	97	Very low
N	62	B1079 (south of Otley)	139	138	-1	0	0	0	Medium
Y	63	Theberton Bypass (west of B1125)	0	454	454000	0	83	83000	Medium
Y	64	B1122 north of SZC access	455	632	39	10	82	721	Medium
Y	65	Middleton Moor Link	0	319	318900	0	29	28900	Medium
Y	66	B1122 west of B1125	266	14	-95	10	0	-99	Medium
Y	67	Main Site Access	0	354	354300	0	79	79300	Very low
Y	68	Darsham P&R	0	170	169900	0	6	5900	Very low
Y	69	Wickham Market P&R	0	137	136900	0	7	6900	Very low
Y	70	A12 on-slip (west of WM P&R)	200	341	71	3	7	133	Very low
N	71	B1116 north of B1078	541	547	1	4	4	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	72	B1078 west of B1116	479	557	16	12	11	-8	Medium
Y	73	B1078 south of B1116	680	769	13	13	17	31	Medium
Y	74	B1122 (Middleton Moor)	318	31	-90	11	0	-99	Medium
Y	75	Lovers Lane	184	225	22	3	15	400	Medium
Y	76	B1069 (north of Aldringham Lane)	436	484	11	12	17	42	Medium
Y	77	Aldeburgh Rd (north of Aldringham Lane)	342	415	21	3	7	133	Medium
Y	78	A12 (north of B1121)	1250	1287	3	62	117	89	Medium
N	79	B1121 at Benhall	405	465	15	11	11	0	Medium
N	80	A1152 at Rendlesham	452	463	2	15	15	0	Medium
N	81	B1078 at Campsea Ashe	175	176	1	0	0	0	High
Y	82	B1438 Melton Hill	46	80	74	7	6	-14	High
Y	83	A145 west of A12	216	226	5	27	30	10	Medium
Y	84	A12 south of B1126	747	837	12	36	46	28	Medium
Y	85	A12 south of A1095	937	1031	10	54	64	18	Very low
Y	86	A12 south of B1387	847	930	10	52	65	24	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	3847	3825	-1	199	237	19	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	88	A12 south of Foxhall Road	3002	2996	0	207	246	19	Very low
N	89	A1120 east of A140	977	1009	3	94	94	0	High
Y	90	A1120 Sibton (east of Mill Hill)	359	404	13	9	10	11	High
N	91	A1152 at Eyke	575	577	0	21	21	0	High

1.4 2028 Integrated Strategy (Typical Day)

Table 1.13: 2028 Integrated Strategy (Typical Day) Representative Hour Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	1	Sizewell Gap	715	719	1	4	4	0	Medium
N	2	King George's Avenue	436	434	0	3	3	0	High
Y	3	Lovers Lane (LEEIE)	353	402	14	2	26	1200	Medium
Y	4a	B1122 (S)	228	544	139	9	27	200	Medium
Y	4b	Lovers Lane	357	395	11	3	16	433	Medium
Y	4c	B1122 (N)	515	863	68	11	41	273	High
Y	5	B1122 Abbey Road (existing level crossing)	256	573	124	12	29	142	High
Y	6	B1119 Samundham Road	278	331	19	11	13	18	High
Y	7	B1069 Coldfair Green	567	652	15	13	13	0	High
Y	8	B1122 Aldeburgh	234	313	34	5	5	0	High
Y	9a	A1094 (W)	664	670	1	25	25	0	Medium
Y	9b	Snape Road	324	387	19	10	10	0	High
Y	9c	A1094 (E)	720	795	10	22	22	0	Medium
Y	10	B1122 through Theberton	513	40	-92	11	0	-99	Medium
Y	10A	Theberton Bypass	0	655	654900	0	79	78900	Medium
N	11	B1125 through Westleton	242	253	5	1	1	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	12a	B1121 (N)	306	312	2	4	6	50	High
Y	12b	B1119 (E)	296	333	13	12	13	8	High
N	12c	B1121 (S)	247	265	7	13	12	-8	Medium
Y	13a	A12 (N)	1082	1169	8	86	106	23	Low
Y	13b	B1122	342	369	8	12	32	167	Low
N	13c	A12 (middle)	1048	1067	2	76	75	-1	High
Y	13d	A1120	296	334	13	14	14	0	High
N	13e	A12 (S)	825	805	-2	63	61	-3	Medium
N	14	A12 north of Darsham park and ride	1082	1329	23	86	94	9	Medium
N	15	A144 Halesworth	670	729	9	27	27	0	High
Y	16	A12 Wrentham	776	900	16	38	46	21	High
N	17a	A12 (N)	858	1022	19	62	72	16	Medium
N	17b	B1125	194	196	1	0	0	0	Medium
N	17c	A12 (S)	664	827	25	62	72	16	Medium
N	18	A145 Beccles	504	514	2	47	49	4	High
N	19a	A1117 (N)	721	764	6	2	2	0	High
Y	19b	A12 (N)	1167	1163	0	15	20	33	Medium
N	19c	B1384 Stradbroke Rd	739	752	2	1	1	0	High
N	19d	A12 (S)	958	1014	6	47	52	11	Low
N	19e	A1145 (W)	1120	1124	0	33	33	0	High
N	20	A1095 Southwold	307	311	1	7	7	0	High
N	21a	B1119 (west of A12)	180	183	2	5	5	0	Medium
Y	21b	A12 (north of B1119)	856	914	7	63	111	76	Medium
Y	21c	A12 (middle)	981	1033	5	63	111	76	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	21d	B1119 (east of A12)	302	305	1	9	9	0	High
Y	21e	A12 (south of B1119)	981	1030	5	65	112	72	Medium
Y	22a	A12 (N)	1133	1195	5	75	124	65	Very low
Y	22b	A1094	670	669	0	26	25	-4	Medium
Y	22c	A12 (S) (Farnham)	1517	26	-98	80	2	-98	Medium
Y	23	A12 Farnham Bend	1514	21	-99	80	2	-98	Medium
Y	23A	A12 Two Village Bypass	0	1559	1558900	0	127	126900	Medium
Y	24	A12 Stratford St Andrew (Low Road)	1511	19	-99	80	2	-98	Medium
Y	25	A12 Little Glemham	1511	1578	4	80	130	63	Medium
Y	26	A12 Marlesford	1546	1618	5	80	132	65	Medium
Y	27	A12 south of Wickham Market	1727	1892	10	82	123	50	Medium
N	28a	B1078 Wickham Market	363	437	20	15	14	-7	Medium
Y	28b	B1078 Wickham Market (east of B1438)	281	355	26	17	14	-18	High
Y	28c	B1438 High Street, Wickham Market	221	225	2	2	0	-95	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	29	B1078 onslip to A12	102	112	10	6	12	100	Very low
N	30	B1116 Hatcheston	428	450	5	7	7	0	Medium
N	31	B1069 Tunstall	324	381	18	8	8	0	Medium
Y	32a	A12 (N)	1804	1963	9	91	131	44	Very low
N	32b	A1152	1497	1500	0	64	64	0	High
Y	32c	A12 (S)	3048	3210	5	148	190	28	Medium
Y	33	A12 south of Woodbridge	3547	3661	3	207	249	20	Very low
N	34a	A12 (N)	3701	3811	3	258	298	16	Very low
Y	34b	Main Road (E)	419	412	-2	0	4	3900	High
Y	34c	A12 (S)	2598	2690	4	200	236	18	Medium
N	34d	A1214 Main Road (W)	1837	1856	1	67	71	6	High
N	35	A14 south of Ipswich (east of Copdock jcn)	5573	5621	1	855	881	3	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	4689	4763	2	728	760	4	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	3594	3601	0	587	587	0	Medium
N	38a	B1079 Woodbridge w/o A12	1028	1040	1	43	43	0	Medium
Y	38b	A12 Woodbridge n/o B1079	3048	3210	5	148	190	28	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	38c	B1079 Woodbridge e/o A12	946	949	0	79	79	0	High
Y	39a	A1094 (west of B1069)	828	895	8	22	22	0	Medium
Y	39b	B1069 (north of A1094)	573	655	14	15	15	0	Very low
N	39c	A1094 (east of B1069)	297	314	6	15	15	0	Very low
N	41	B1125 through Middleton	204	238	17	1	1	0	Medium
N	42	B1125 (south of B1387)	212	211	0	0	0	0	Medium
N	43	A1120 (east of Dennington)	200	212	6	16	16	0	Low
N	44	A1120 (west of Dennington)	371	381	3	16	16	0	High
N	45	A1120 (east of Pettaugh)	816	826	1	89	89	0	Medium
N	46	B1119 (east of Framlingham)	188	188	0	6	6	0	High
N	47	B1119 (through Framlingham)	505	522	3	17	17	0	High
N	48	B1119 (east of Saxstead Green)	302	305	1	20	20	0	High
N	49	B1078 (east of Clopton)	277	343	24	16	16	0	Medium
N	50	B1079 (west of Clopton)	725	794	10	46	46	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	51	B1078 (through Gibraltar)	584	651	11	46	46	0	High
Y	52	B1078 (west of Coddenham)	521	578	11	45	45	0	High
Y	53a	A144 (west of A12)	408	467	14	24	24	0	High
N	53b	A12 (north of A144)	689	856	24	62	71	15	Medium
N	53c	A12 (south of A144)	1037	1277	23	86	94	9	Medium
N	55	A140 (south of B1078)	2239	2297	3	295	295	0	Medium
N	56	A140 (north of B1078)	1745	1748	0	252	252	0	Medium
Y	57	Sizewell Link Road (east of A12)	0	127	126900	0	49	48900	Medium
N	58	A12 (north of SLR)	813	796	-2	62	61	-2	Very low
Y	59	A12 (south of SLR)	813	910	12	62	111	79	Very low
N	62	B1079 (south of Otley)	141	143	1	0	0	0	Medium
Y	63	Theberton Bypass (west of B1125)	0	471	470900	0	80	79900	Medium
Y	64	B1122 north of SZC access	513	677	32	11	79	618	Medium
Y	65	Middleton Moor Link	0	352	351900	0	32	31900	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	66	B1122 west of B1125	300	9	-97	12	0	-99	Medium
Y	67	Main Site Access	0	470	469900	0	96	95900	Very low
Y	68	Darsham P&R	0	291	290900	0	12	11900	Very low
Y	69	Wickham Market P&R	0	224	223900	0	12	11900	Very low
Y	70	A12 on-slip (west of WM P&R)	102	321	215	6	12	100	Very low
N	71	B1116 north of B1078	454	477	5	7	7	0	Medium
N	72	B1078 west of B1116	286	362	27	17	15	-12	Medium
N	73	B1078 south of B1116	589	711	21	18	22	22	Medium
Y	74	B1122 (Middleton Moor)	342	24	-93	12	0	-99	Medium
Y	75	Lovers Lane	357	407	14	3	28	833	Medium
Y	76	B1069 (north of Aldringham Lane)	475	572	20	12	21	75	Medium
Y	77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51	2	9	350	Medium
Y	78	A12 (north of B1121)	1041	1091	5	65	113	74	Medium
N	79	B1121 at Benhall	292	314	8	13	12	-8	Medium
N	80	A1152 at Rendlesham	465	492	6	14	14	0	Medium
N	81	B1078 at Campsea Ashe	145	152	5	0	0	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	82	B1438 Melton Hill	53	51	-4	7	5	-29	High
Y	83	A145 west of A12	207	235	14	32	34	6	Medium
Y	84	A12 south of B1126	709	837	18	42	50	19	Medium
Y	85	A12 south of A1095	886	1027	16	61	69	13	Very low
Y	86	A12 south of B1387	697	856	23	62	72	16	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	3151	3248	3	186	222	19	Very low
Y	88	A12 south of Foxhall Road	2601	2691	3	201	237	18	Very low
N	89	A1120 east of A140	924	934	1	127	128	1	High
Y	90	A1120 Sibton (east of Mill Hill)	282	318	13	14	14	0	High
N	91	A1152 at Eyke	576	592	3	17	17	0	High

Table 1.14: 2028 Integrated Strategy (Typical Day) 24 Hour AAWT Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	1	Sizewell Gap	6765	6871	2	10	10	0	Medium
N	2	King George's Avenue	4515	4582	1	17	17	0	High
Y	3	Lovers Lane (LEEIE)	2958	3554	20	9	177	1954	Medium
Y	4a	B1122 (S)	3197	6484	103	92	304	231	Medium
Y	4b	Lovers Lane	2968	3421	15	28	53	90	Medium
Y	4c	B1122 (N)	5581	9323	67	91	332	265	High
Y	5	B1122 Abbey Road (existing level crossing)	4414	7744	75	117	330	184	High
Y	6	B1119 Samundham Road	5131	5878	15	125	149	19	High
Y	7	B1069 Coldfair Green	6518	7390	13	133	137	3	High
Y	8	B1122 Aldeburgh	3387	4146	22	49	49	0	High
N	9a	A1094 (W)	8402	8575	2	216	212	-2	Medium
Y	9b	Snape Road	4669	5267	13	102	102	0	High
N	9c	A1094 (E)	9085	9844	8	215	209	-3	Medium
Y	10	B1122 through Theberton	5563	492	-91	91	0	-100	Medium
Y	10A	Theberton Bypass	0	7909	7909116	0	1281	1280892	Medium
Y	11	B1125 through Westleton	2693	2979	11	10	10	0	High
Y	12a	B1121 (N)	5132	5261	3	43	67	56	High
Y	12b	B1119 (E)	5336	5877	10	135	151	12	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	12c	B1121 (S)	4172	4896	17	144	139	-4	Medium
Y	13a	A12 (N)	15820	16772	6	918	1235	35	Low
Y	13b	B1122	3964	4304	9	112	440	292	Low
N	13c	A12 (middle)	15920	15914	0	828	808	-3	High
Y	13d	A1120	4111	4672	14	134	138	3	High
N	13e	A12 (S)	13097	12489	-5	688	667	-3	Medium
N	14	A12 north of Darsham park and ride	15819	18359	16	918	1083	18	Medium
N	15	A144 Halesworth	8796	9469	8	271	269	-1	High
Y	16	A12 Wrentham	10620	11794	11	441	581	32	High
N	17a	A12 (N)	11772	13531	15	673	845	25	Medium
N	17b	B1125	1940	2083	7	0	0	0	Medium
N	17c	A12 (S)	9661	11270	17	673	845	25	Medium
N	18	A145 Beccles	7294	7574	4	451	479	6	High
N	19a	A1117 (N)	10286	10681	4	19	24	29	High
Y	19b	A12 (N)	15091	15160	0	213	279	31	Medium
N	19c	B1384 Stradbroke Rd	9964	10043	1	10	11	20	High
N	19d	A12 (S)	13517	14049	4	521	588	13	Low
N	19e	A1145 (W)	17000	17070	0	318	318	0	High
N	20	A1095 Southwold	4213	4258	1	73	73	0	High
N	21a	B1119 (west of A12)	3051	3117	2	48	48	0	Medium
Y	21b	A12 (north of B1119)	13471	14321	6	692	1539	122	Medium
Y	21c	A12 (middle)	15918	16687	5	698	1545	121	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	21d	B1119 (east of A12)	5266	5048	-4	99	99	0	High
Y	21e	A12 (south of B1119)	15531	16164	4	728	1575	116	Medium
Y	22a	A12 (N)	17748	18991	7	853	1697	99	Very low
N	22b	A1094	8451	8587	2	220	216	-2	Medium
Y	22c	A12 (S) (Farnham)	22419	298	-99	932	11	-99	Medium
Y	23	A12 Farnham Bend	22412	279	-99	939	11	-99	Medium
Y	23A	A12 Two Village Bypass	0	23494	23493895	0	1761	1761310	Medium
Y	24	A12 Stratford St Andrew (Low Road)	22389	265	-99	943	13	-99	Medium
Y	25	A12 Little Glemham	22389	23764	6	943	1785	89	Medium
Y	26	A12 Marlesford	23047	24431	6	949	1795	89	Medium
Y	27	A12 south of Wickham Market	24724	26782	8	984	1649	68	Medium
N	28a	B1078 Wickham Market	5728	6667	16	149	145	-3	Medium
Y	28b	B1078 Wickham Market (east of B1438)	4585	5524	20	160	145	-9	High
Y	28c	B1438 High Street, Wickham Market	3353	3436	2	11	0	-99	High
Y	29	B1078 onslip to A12	2070	2240	8	69	137	99	Very low
N	30	B1116 Hatcheston	6064	6266	3	61	61	0	Medium
N	31	B1069 Tunstall	4612	5137	11	94	94	0	Medium
Y	32a	A12 (N)	25811	27693	7	1112	1741	57	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	32b	A1152	20142	19938	-1	827	825	0	High
Y	32c	A12 (S)	42586	44134	4	1934	2529	31	Medium
N	33	A12 south of Woodbridge	49112	49865	2	2467	3057	24	Very low
N	34a	A12 (N)	52770	53853	2	2996	3576	19	Very low
Y	34b	Main Road (E)	7316	7569	3	0	72	71900	High
N	34c	A12 (S)	40853	41562	2	2322	2831	22	Medium
N	34d	A1214 Main Road (W)	26731	26984	1	718	784	9	High
N	35	A14 south of Ipswich (east of Copdock jcn)	77716	78313	1	11540	11851	3	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	66532	67246	1	10011	10414	4	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	51567	51648	0	8419	8443	0	Medium
N	38a	B1079 Woodbridge w/o A12	14130	14164	0	499	493	-1	Medium
Y	38b	A12 Woodbridge n/o B1079	42586	44134	4	1934	2529	31	Medium
N	38c	B1079 Woodbridge e/o A12	13052	13009	0	756	735	-3	High
N	39a	A1094 (west of B1069)	10631	11374	7	222	216	-3	Medium
N	39b	B1069 (north of A1094)	6476	7328	13	140	146	4	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	39c	A1094 (east of B1069)	4535	4723	4	142	140	-1	Very low
Y	41	B1125 through Middleton	2112	2765	31	10	10	0	Medium
N	42	B1125 (south of B1387)	2197	2327	6	0	0	0	Medium
N	43	A1120 (east of Dennington)	2800	2973	6	157	157	0	Low
N	44	A1120 (west of Dennington)	4864	5031	3	151	151	0	High
N	45	A1120 (east of Pettaugh)	11322	11542	2	975	975	0	Medium
N	46	B1119 (east of Framlingham)	3237	3307	2	65	63	-3	High
N	47	B1119 (through Framlingham)	8502	8726	3	239	237	-1	High
N	48	B1119 (east of Saxstead Green)	4997	5126	3	266	264	-1	High
N	49	B1078 (east of Clopton)	4290	5139	20	153	151	-1	Medium
N	50	B1079 (west of Clopton)	10642	11496	8	516	510	-1	Medium
N	51	B1078 (through Gibraltar)	8830	9671	10	516	510	-1	High
N	52	B1078 (west of Coddenham)	7502	8071	8	506	506	0	High
Y	53a	A144 (west of A12)	5012	5720	14	223	221	-1	High
N	53b	A12 (north of A144)	10259	11961	17	682	853	25	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	53c	A12 (south of A144)	14999	17489	17	916	1083	18	Medium
N	55	A140 (south of B1078)	32859	33647	2	3571	3567	0	Medium
N	56	A140 (north of B1078)	25113	25350	1	3057	3053	0	Medium
Y	57	Sizewell Link Road (east of A12)	0	2051	2050401	0	869	868409	Medium
N	58	A12 (north of SLR)	12800	12355	-3	686	665	-3	Very low
Y	59	A12 (south of SLR)	12800	14230	11	686	1533	123	Very low
N	62	B1079 (south of Otley)	1818	1819	0	0	0	0	Medium
Y	63	Theberton Bypass (west of B1125)	0	6007	6007193	0	1302	1301902	Medium
Y	64	B1122 north of SZC access	5563	8131	46	91	1283	1307	Medium
Y	65	Middleton Moor Link	0	4092	4091621	0	438	437685	Medium
Y	66	B1122 west of B1125	3313	117	-96	106	0	-100	Medium
Y	67	Main Site Access	0	5482	5482205	0	1422	1422338	Very low
Y	68	Darsham P&R	0	2563	2562448	0	152	151900	Very low
Y	69	Wickham Market P&R	0	2277	2276789	0	152	151900	Very low
Y	70	A12 on-slip (west of WM P&R)	2071	4523	118	69	137	99	Very low
N	71	B1116 north of B1078	6406	6617	3	63	63	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	72	B1078 west of B1116	4571	5528	21	168	155	-8	Medium
Y	73	B1078 south of B1116	8083	9553	18	169	240	42	Medium
Y	74	B1122 (Middleton Moor)	3964	340	-91	112	4	-97	Medium
Y	75	Lovers Lane	2968	3561	20	28	193	595	Medium
Y	76	B1069 (north of Aldringham Lane)	5450	6390	17	109	208	90	Medium
Y	77	Aldeburgh Rd (north of Aldringham Lane)	4259	5683	33	22	115	414	Medium
Y	78	A12 (north of B1121)	15963	16580	4	728	1575	116	Medium
N	79	B1121 at Benhall	4568	5299	16	143	137	-4	Medium
N	80	A1152 at Rendlesham	5577	5918	6	177	175	-1	Medium
N	81	B1078 at Campsea Ashe	2032	1997	-2	0	0	0	High
Y	82	B1438 Melton Hill	751	872	16	75	64	-15	High
Y	83	A145 west of A12	2528	2981	18	292	324	11	Medium
Y	84	A12 south of B1126	9509	10724	13	483	622	29	Medium
Y	85	A12 south of A1095	12112	13457	11	682	823	21	Very low
Y	86	A12 south of B1387	10297	11872	15	675	849	26	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	48145	48943	2	2214	2719	23	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	88	A12 south of Foxhall Road	39306	40141	2	2313	2832	22	Very low
N	89	A1120 east of A140	12546	12781	2	1338	1342	0	High
Y	90	A1120 Sibton (east of Mill Hill)	3860	4390	14	132	136	3	High
N	91	A1152 at Eyke	6860	7066	3	244	240	-2	High

1.5 2028 Integrated Strategy (Busiest Day)

Table 1.15: 2028 Integrated Strategy (Busiest Day) Representative Hour Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	1	Sizewell Gap	715	719	1	4	4	0	Medium
N	2	King George's Avenue	436	433	-1	3	3	0	High
Y	3	Lovers Lane (LEEIE)	353	402	14	2	26	1200	Medium
Y	4a	B1122 (S)	228	544	139	9	27	200	Medium
Y	4b	Lovers Lane	357	395	11	3	16	433	Medium
Y	4c	B1122 (N)	515	863	68	11	41	273	High
Y	5	B1122 Abbey Road (existing level crossing)	256	573	124	12	29	142	High
Y	6	B1119 Samundham Road	278	331	19	11	13	18	High
Y	7	B1069 Coldfair Green	567	652	15	13	13	0	High
Y	8	B1122 Aldeburgh	234	313	34	5	5	0	High
N	9a	A1094 (W)	664	669	1	25	25	0	Medium
Y	9b	Snape Road	324	387	19	10	10	0	High
N	9c	A1094 (E)	720	794	10	22	22	0	Medium
Y	10	B1122 through Theberton	513	48	-91	11	0.1	-99	Medium
Y	10A	Theberton Bypass	0.1	667	666900	0.1	99	98900	Medium
N	11	B1125 through Westleton	242	253	5	1	1	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	12a	B1121 (N)	306	312	2	4	6	50	High
Y	12b	B1119 (E)	296	333	13	12	13	8	High
N	12c	B1121 (S)	247	264	7	13	12	-8	Medium
N	13a	A12 (N)	1082	1171	8	86	109	27	Low
Y	13b	B1122	342	372	9	12	35	192	Low
N	13c	A12 (middle)	1048	1065	2	76	75	-1	High
Y	13d	A1120	296	334	13	14	14	0	High
N	13e	A12 (S)	825	803	-3	63	61	-3	Medium
N	14	A12 north of Darsham park and ride	1082	1332	23	86	98	14	Medium
N	15	A144 Halesworth	670	729	9	27	27	0	High
Y	16	A12 Wrentham	776	902	16	38	48	26	High
N	17a	A12 (N)	858	1023	19	62	73	18	Medium
N	17b	B1125	194	196	1	0.1	0.1	0	Medium
N	17c	A12 (S)	664	828	25	62	73	18	Medium
N	18	A145 Beccles	504	515	2	47	50	6	High
N	19a	A1117 (N)	721	764	6	2	2	0	High
Y	19b	A12 (N)	1167	1165	0	15	23	53	Medium
N	19c	B1384 Stradbroke Rd	739	753	2	1	1	0	High
N	19d	A12 (S)	958	1017	6	47	55	17	Low
N	19e	A1145 (W)	1120	1124	0	33	33	0	High
N	20	A1095 Southwold	307	311	1	7	7	0	High
N	21a	B1119 (west of A12)	180	183	2	5	5	0	Medium
Y	21b	A12 (north of B1119)	856	928	8	63	128	103	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	21c	A12 (middle)	981	1048	7	63	128	103	Medium
N	21d	B1119 (east of A12)	302	305	1	9	9	0	High
Y	21e	A12 (south of B1119)	981	1047	7	65	130	100	Medium
Y	22a	A12 (N)	1133	1210	7	75	141	88	Very low
N	22b	A1094	670	669	0	26	25	-4	Medium
Y	22c	A12 (S) (Farnham)	1517	26	-98	80	2	-98	Medium
Y	23	A12 Farnham Bend	1514	21	-99	80	2	-98	Medium
Y	23A	A12 Two Village Bypass	0.1	1575	1574900	0.1	145	144900	Medium
Y	24	A12 Stratford St Andrew (Low Road)	1511	19	-99	80	2	-98	Medium
Y	25	A12 Little Glemham	1511	1595	6	80	148	85	Medium
Y	26	A12 Marlesford	1546	1635	6	80	150	88	Medium
Y	27	A12 south of Wickham Market	1727	1898	10	82	144	76	Medium
N	28a	B1078 Wickham Market	363	439	21	15	14	-7	Medium
Y	28b	B1078 Wickham Market (east of B1438)	281	357	27	17	14	-18	High
Y	28c	B1438 High Street, Wickham Market	221	225	2	2	0.1	-95	High
Y	29	B1078 onslip to A12	102	114	12	6	12	100	Very low
N	30	B1116 Hatcheston	428	448	5	7	7	0	Medium
N	31	B1069 Tunstall	324	381	18	8	8	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	32a	A12 (N)	1804	1967	9	91	151	66	Very low
N	32b	A1152	1497	1500	0	64	64	0	High
Y	32c	A12 (S)	3048	3218	6	148	211	43	Medium
N	33	A12 south of Woodbridge	3547	3662	3	207	269	30	Very low
N	34a	A12 (N)	3701	3824	3	258	319	24	Very low
Y	34b	Main Road (E)	419	417	0	0.1	4	3900	High
N	34c	A12 (S)	2598	2694	4	200	257	29	Medium
N	34d	A1214 Main Road (W)	1837	1851	1	67	71	6	High
N	35	A14 south of Ipswich (east of Copdock jcn)	5573	5629	1	855	894	5	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	4689	4785	2	728	777	7	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	3594	3600	0	587	587	0	Medium
N	38a	B1079 Woodbridge w/o A12	1028	1040	1	43	43	0	Medium
Y	38b	A12 Woodbridge n/o B1079	3048	3218	6	148	211	43	Medium
N	38c	B1079 Woodbridge e/o A12	946	948	0	79	79	0	High
N	39a	A1094 (west of B1069)	828	895	8	22	22	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	39b	B1069 (north of A1094)	573	655	14	15	15	0	Very low
N	39c	A1094 (east of B1069)	297	314	6	15	15	0	Very low
N	41	B1125 through Middleton	204	238	17	1	1	0	Medium
N	42	B1125 (south of B1387)	212	211	0	0.1	0.1	0	Medium
N	43	A1120 (east of Dennington)	200	213	7	16	16	0	Low
N	44	A1120 (west of Dennington)	371	382	3	16	16	0	High
N	45	A1120 (east of Pettaugh)	816	827	1	89	89	0	Medium
N	46	B1119 (east of Framlingham)	188	188	0	6	6	0	High
N	47	B1119 (through Framlingham)	505	523	4	17	17	0	High
N	48	B1119 (east of Saxstead Green)	302	307	2	20	20	0	High
N	49	B1078 (east of Clopton)	277	345	25	16	16	0	Medium
N	50	B1079 (west of Clopton)	725	796	10	46	46	0	Medium
Y	51	B1078 (through Gibraltar)	584	653	12	46	46	0	High
Y	52	B1078 (west of Coddenham)	521	578	11	45	45	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	53a	A144 (west of A12)	408	466	14	24	24	0	High
N	53b	A12 (north of A144)	689	859	25	62	74	19	Medium
N	53c	A12 (south of A144)	1037	1279	23	86	98	14	Medium
N	55	A140 (south of B1078)	2239	2299	3	295	295	0	Medium
N	56	A140 (north of B1078)	1745	1750	0	252	252	0	Medium
Y	57	Sizewell Link Road (east of A12)	0.1	143	142900	0.1	65	64900	Medium
N	58	A12 (north of SLR)	813	795	-2	62	61	-2	Very low
Y	59	A12 (south of SLR)	813	925	14	62	127	105	Very low
N	62	B1079 (south of Otley)	141	143	1	0.1	0.1	0	Medium
Y	63	Theberton Bypass (west of B1125)	0.1	492	491900	0.1	101	100900	Medium
Y	64	B1122 north of SZC access	513	695	35	11	97	782	Medium
Y	65	Middleton Moor Link	0.1	356	355900	0.1	36	35900	Medium
Y	66	B1122 west of B1125	300	9	-97	12	0.1	-99	Medium
Y	67	Main Site Access	0.1	488	487900	0.1	115	114900	Very low
Y	68	Darsham P&R	0.1	291	290900	0.1	12	11900	Very low
Y	69	Wickham Market P&R	0.1	217	216900	0.1	12	11900	Very low
Y	70	A12 on-slip (west of WM P&R)	102	316	210	6	12	100	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	71	B1116 north of B1078	454	475	5	7	7	0	Medium
N	72	B1078 west of B1116	286	365	28	17	15	-12	Medium
N	73	B1078 south of B1116	589	701	19	18	22	22	Medium
Y	74	B1122 (Middleton Moor)	342	24	-93	12	0.1	-99	Medium
Y	75	Lovers Lane	357	407	14	3	28	833	Medium
Y	76	B1069 (north of Aldringham Lane)	475	572	20	12	21	75	Medium
Y	77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51	2	9	350	Medium
Y	78	A12 (north of B1121)	1041	1106	6	65	130	100	Medium
N	79	B1121 at Benhall	292	314	8	13	12	-8	Medium
N	80	A1152 at Rendlesham	465	492	6	14	14	0	Medium
N	81	B1078 at Campsea Ashe	145	152	5	0.1	0.1	0	High
N	82	B1438 Melton Hill	53	51	-4	7	5	-29	High
Y	83	A145 west of A12	207	235	14	32	34	6	Medium
Y	84	A12 south of B1126	709	839	18	42	52	24	Medium
Y	85	A12 south of A1095	886	1028	16	61	71	16	Very low
Y	86	A12 south of B1387	697	857	23	62	73	18	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	87	A12 south of Eagle Way/Anson Rd roundabout	3151	3266	4	186	243	31	Very low
Y	88	A12 south of Foxhall Road	2601	2708	4	201	258	28	Very low
N	89	A1120 east of A140	924	936	1	127	128	1	High
Y	90	A1120 Sibton (east of Mill Hill)	282	318	13	14	14	0	High
N	91	A1152 at Eyke	576	592	3	17	17	0	High

Table 1.16: 2028 Integrated Strategy (Busiest Day) 24 Hour AAWT Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	1	Sizewell Gap	6765	6871	2	10	10	0	Medium
N	2	King George's Avenue	4515	4589	2	17	17	0	High
Y	3	Lovers Lane (LEEIE)	2958	3540	20	9	177	1954	Medium
Y	4a	B1122 (S)	3197	6490	103	92	304	231	Medium
Y	4b	Lovers Lane	2968	3408	15	28	53	90	Medium
Y	4c	B1122 (N)	5581	9307	67	91	332	265	High
Y	5	B1122 Abbey Road (existing level crossing)	4414	7744	75	117	330	184	High
Y	6	B1119 Samundham Road	5131	5901	15	125	149	19	High
Y	7	B1069 Coldfair Green	6518	7388	13	133	137	3	High
Y	8	B1122 Aldeburgh	3387	4144	22	49	49	0	High
N	9a	A1094 (W)	8402	8555	2	216	212	-2	Medium
Y	9b	Snape Road	4669	5275	13	102	102	0	High
N	9c	A1094 (E)	9085	9836	8	215	209	-3	Medium
Y	10	B1122 through Theberton	5563	509	-91	91	0	-100	Medium
Y	10A	Theberton Bypass	0	8227	8226454	0	1631	1630892	Medium
Y	11	B1125 through Westleton	2693	2979	11	10	10	0	High
Y	12a	B1121 (N)	5132	5301	3	43	67	56	High
Y	12b	B1119 (E)	5336	5897	11	135	151	12	High
N	12c	B1121 (S)	4172	4902	17	144	139	-4	Medium
Y	13a	A12 (N)	15820	16769	6	918	1287	40	Low
Y	13b	B1122	3964	4362	10	112	492	338	Low
N	13c	A12 (middle)	15920	15866	0	828	808	-3	High
Y	13d	A1120	4111	4693	14	134	138	3	High
N	13e	A12 (S)	13097	12410	-5	688	667	-3	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	14	A12 north of Darsham park and ride	15819	18356	16	918	1135	24	Medium
N	15	A144 Halesworth	8796	9472	8	271	269	-1	High
Y	16	A12 Wrentham	10620	11805	11	441	615	39	High
Y	17a	A12 (N)	11772	13539	15	673	897	33	Medium
N	17b	B1125	1940	2083	7	0	0	0	Medium
Y	17c	A12 (S)	9661	11278	17	673	897	33	Medium
N	18	A145 Beccles	7294	7588	4	451	497	10	High
N	19a	A1117 (N)	10286	10666	4	19	24	29	High
Y	19b	A12 (N)	15091	15178	1	213	313	47	Medium
N	19c	B1384 Stradbroke Rd	9964	10045	1	10	11	20	High
N	19d	A12 (S)	13517	14056	4	521	622	19	Low
N	19e	A1145 (W)	17000	17064	0	318	318	0	High
N	20	A1095 Southwold	4213	4258	1	73	73	0	High
N	21a	B1119 (west of A12)	3051	3131	3	48	48	0	Medium
Y	21b	A12 (north of B1119)	13471	14552	8	692	1837	165	Medium
Y	21c	A12 (middle)	15918	16929	6	698	1843	164	Medium
N	21d	B1119 (east of A12)	5266	5057	-4	99	99	0	High
Y	21e	A12 (south of B1119)	15531	16360	5	728	1873	157	Medium
Y	22a	A12 (N)	17748	19189	8	853	1995	134	Very low
N	22b	A1094	8451	8568	1	220	216	-2	Medium
Y	22c	A12 (S) (Farnham)	22419	298	-99	932	11	-99	Medium
Y	23	A12 Farnham Bend	22412	279	-99	939	11	-99	Medium
Y	23A	A12 Two Village Bypass	0	23671	23670691	0	2059	2059310	Medium
Y	24	A12 Stratford St Andrew (Low Road)	22389	265	-99	943	13	-99	Medium
Y	25	A12 Little Glemham	22389	23942	7	943	2083	121	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	26	A12 Marlesford	23047	24607	7	949	2093	121	Medium
Y	27	A12 south of Wickham Market	24724	26909	9	984	1947	98	Medium
N	28a	B1078 Wickham Market	5728	6677	17	149	145	-3	Medium
Y	28b	B1078 Wickham Market (east of B1438)	4585	5534	21	160	145	-9	High
Y	28c	B1438 High Street, Wickham Market	3353	3434	2	11	0	-99	High
Y	29	B1078 onslip to A12	2070	2238	8	69	137	99	Very low
N	30	B1116 Hatcheston	6064	6257	3	61	61	0	Medium
N	31	B1069 Tunstall	4612	5141	11	94	94	0	Medium
Y	32a	A12 (N)	25811	27787	8	1112	2039	83	Very low
N	32b	A1152	20142	19914	-1	827	825	0	High
Y	32c	A12 (S)	42586	44187	4	1934	2827	46	Medium
Y	33	A12 south of Woodbridge	49112	49737	1	2467	3334	35	Very low
N	34a	A12 (N)	52770	53779	2	2996	3854	29	Very low
Y	34b	Main Road (E)	7316	7650	5	0	72	71900	High
Y	34c	A12 (S)	40853	41579	2	2322	3114	34	Medium
N	34d	A1214 Main Road (W)	26731	26987	1	718	782	9	High
N	35	A14 south of Ipswich (east of Copdock jcn)	77716	78512	1	11540	12064	5	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	66532	67273	1	10011	10659	6	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	51567	51636	0	8419	8469	1	Medium
N	38a	B1079 Woodbridge w/o A12	14130	14103	0	499	493	-1	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	38b	A12 Woodbridge n/o B1079	42586	44187	4	1934	2827	46	Medium
N	38c	B1079 Woodbridge e/o A12	13052	12969	-1	756	735	-3	High
N	39a	A1094 (west of B1069)	10631	11364	7	222	216	-3	Medium
N	39b	B1069 (north of A1094)	6476	7318	13	140	146	4	Very low
N	39c	A1094 (east of B1069)	4535	4723	4	142	140	-1	Very low
Y	41	B1125 through Middleton	2112	2760	31	10	10	0	Medium
N	42	B1125 (south of B1387)	2197	2327	6	0	0	0	Medium
N	43	A1120 (east of Dennington)	2800	3002	7	157	157	0	Low
N	44	A1120 (west of Dennington)	4864	5056	4	151	151	0	High
N	45	A1120 (east of Pettaugh)	11322	11592	2	975	975	0	Medium
N	46	B1119 (east of Framlingham)	3237	3324	3	65	63	-3	High
N	47	B1119 (through Framlingham)	8502	8741	3	239	237	-1	High
N	48	B1119 (east of Saxstead Green)	4997	5151	3	266	264	-1	High
N	49	B1078 (east of Clopton)	4290	5175	21	153	151	-1	Medium
N	50	B1079 (west of Clopton)	10642	11530	8	516	510	-1	Medium
N	51	B1078 (through Gibraltar)	8830	9705	10	516	510	-1	High
N	52	B1078 (west of Coddenham)	7502	8153	9	506	504	0	High
Y	53a	A144 (west of A12)	5012	5716	14	223	221	-1	High
Y	53b	A12 (north of A144)	10259	11954	17	682	905	33	Medium
N	53c	A12 (south of A144)	14999	17478	17	916	1135	24	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	55	A140 (south of B1078)	32859	33823	3	3571	3565	0	Medium
N	56	A140 (north of B1078)	25113	25419	1	3057	3053	0	Medium
Y	57	Sizewell Link Road (east of A12)	0	2326	2325481	0	1167	1166409	Medium
N	58	A12 (north of SLR)	12800	12271	-4	686	665	-3	Very low
Y	59	A12 (south of SLR)	12800	14430	13	686	1831	167	Very low
N	62	B1079 (south of Otley)	1818	1825	0	0	0	0	Medium
Y	63	Theberton Bypass (west of B1125)	0	6336	6336183	0	1652	1651902	Medium
Y	64	B1122 north of SZC access	5563	8463	52	91	1633	1690	Medium
Y	65	Middleton Moor Link	0	4148	4147476	0	490	489685	Medium
Y	66	B1122 west of B1125	3313	117	-96	106	0	-100	Medium
Y	67	Main Site Access	0	5830	5830248	0	1772	1772338	Very low
Y	68	Darsham P&R	0	2563	2562448	0	152	151900	Very low
Y	69	Wickham Market P&R	0	2262	2262063	0	152	151900	Very low
Y	70	A12 on-slip (west of WM P&R)	2071	4505	118	69	137	99	Very low
N	71	B1116 north of B1078	6406	6608	3	63	63	0	Medium
N	72	B1078 west of B1116	4571	5539	21	168	155	-8	Medium
Y	73	B1078 south of B1116	8083	9538	18	169	240	42	Medium
Y	74	B1122 (Middleton Moor)	3964	346	-91	112	4	-97	Medium
Y	75	Lovers Lane	2968	3548	20	28	193	595	Medium
Y	76	B1069 (north of Aldringham Lane)	5450	6384	17	109	208	90	Medium
Y	77	Aldeburgh Rd (north of Aldringham Lane)	4259	5681	33	22	115	414	Medium
Y	78	A12 (north of B1121)	15963	16769	5	728	1873	157	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	79	B1121 at Benhall	4568	5307	16	143	137	-4	Medium
N	80	A1152 at Rendlesham	5577	5930	6	177	175	-1	Medium
N	81	B1078 at Campsea Ashe	2032	1990	-2	0	0	0	High
Y	82	B1438 Melton Hill	751	884	18	75	64	-15	High
Y	83	A145 west of A12	2528	2980	18	292	342	17	Medium
Y	84	A12 south of B1126	9509	10729	13	483	656	36	Medium
Y	85	A12 south of A1095	12112	13458	11	682	857	26	Very low
Y	86	A12 south of B1387	10297	11876	15	675	901	33	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	48145	48952	2	2214	3004	36	Very low
Y	88	A12 south of Foxhall Road	39306	40234	2	2313	3128	35	Very low
N	89	A1120 east of A140	12546	12838	2	1338	1342	0	High
Y	90	A1120 Sibton (east of Mill Hill)	3860	4415	14	132	136	3	High
N	91	A1152 at Eyke	6860	7082	3	244	240	-2	High

1.6 2034 Operational

Table 1.17: 2034 Operational Representative Hour Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	1	Sizewell Gap	487	488	0	1	1	0	Medium
N	2	King George's Avenue	271	286	6	1	1	0	High
N	3	Lovers Lane (LEEIE)	283	312	10	1	1	0	Medium
Y	4a	B1122 (S)	342	802	135	7	7	0	Medium
N	4b	Lovers Lane	283	320	13	2	2	0	Medium
Y	4c	B1122 (N)	537	1048	95	7	8	14	High
Y	5	B1122 Abbey Road (existing level crossing)	468	902	93	9	9	0	High
Y	6	B1119 Samundham Road	541	657	21	13	13	0	High
Y	7	B1069 Coldfair Green	566	743	31	9	9	0	High
N	8	B1122 Aldeburgh	306	329	8	4	5	25	High
N	9a	A1094 (W)	803	815	1	14	14	0	Medium
Y	9b	Snape Road	484	612	26	4	4	0	High
N	9c	A1094 (E)	846	987	17	13	13	0	Medium
Y	10	B1122 through Theberton	535	43	-92	7	0.1	-99	Medium
Y	10A	Theberton Bypass	0.1	694	693900	0.1	8	7900	Medium
Y	11	B1125 through Westleton	252	336	33	2	2	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	12a	B1121 (N)	500	538	8	5	5	0	High
Y	12b	B1119 (E)	564	660	17	14	14	0	High
Y	12c	B1121 (S)	431	573	33	13	11	-15	Medium
N	13a	A12 (N)	1471	1478	0	63	61	-3	Low
N	13b	B1122	374	350	-6	11	9	-18	Low
N	13c	A12 (middle)	1443	1399	-3	55	54	-2	High
N	13d	A1120	439	438	0	13	13	0	High
N	13e	A12 (S)	1162	1111	-4	42	41	-2	Medium
N	14	A12 north of Darsham park and ride	1471	1480	1	63	63	0	Medium
N	15	A144 Halesworth	854	855	0	20	20	0	High
N	16	A12 Wrentham	919	919	0	31	31	0	High
N	17a	A12 (N)	1058	1055	0	47	47	0	Medium
N	17b	B1125	188	188	0	0.1	0.1	0	Medium
N	17c	A12 (S)	868	868	0	47	47	0	Medium
N	18	A145 Beccles	600	599	0	30	30	0	High
N	19a	A1117 (N)	815	815	0	1	1	0	High
N	19b	A12 (N)	1232	1232	0	19	19	0	Medium
N	19c	B1384 Stradbroke Rd	813	813	0	1	1	0	High
N	19d	A12 (S)	1058	1058	0	32	32	0	Low
N	19e	A1145 (W)	1387	1387	0	15	15	0	High
N	20	A1095 Southwold	402	402	0	5	5	0	High
N	21a	B1119 (west of A12)	344	335	-3	4	4	0	Medium
N	21b	A12 (north of B1119)	1175	1197	2	44	44	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	21c	A12 (middle)	1435	1447	1	44	44	0	Medium
N	21d	B1119 (east of A12)	543	501	-8	11	11	0	High
N	21e	A12 (south of B1119)	1397	1368	-2	50	49	-2	Medium
N	22a	A12 (N)	1682	1760	5	63	61	-3	Very low
N	22b	A1094	809	813	0	15	14	-7	Medium
Y	22c	A12 (S) (Farnham)	2039	23	-99	72	3	-96	Medium
Y	23	A12 Farnham Bend	2040	23	-99	72	3	-96	Medium
Y	23A	A12 Two Village Bypass	0.1	2099	2098900	0.1	67	66900	Medium
Y	24	A12 Stratford St Andrew (Low Road)	2041	26	-99	72	4	-94	Medium
N	25	A12 Little Glemham	2041	2123	4	72	71	-1	Medium
N	26	A12 Marlesford	2099	2116	1	73	72	-1	Medium
N	27	A12 south of Wickham Market	2218	2232	1	72	75	4	Medium
N	28a	B1078 Wickham Market	586	590	1	12	12	0	Medium
N	28b	B1078 Wickham Market (east of B1438)	459	456	-1	15	12	-20	High
Y	28c	B1438 High Street, Wickham Market	338	341	1	2	0.1	-95	High
Y	29	B1078 onslip to A12	193	192	-1	6	4	-33	Very low
N	30	B1116 Hatcheston	565	560	-1	4	4	0	Medium
N	31	B1069 Tunstall	472	593	26	5	5	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	32a	A12 (N)	2284	2290	0	82	84	2	Very low
N	32b	A1152	1866	1863	0	84	84	0	High
N	32c	A12 (S)	3349	3347	0	150	152	1	Medium
N	33	A12 south of Woodbridge	3806	3804	0	164	166	1	Very low
N	34a	A12 (N)	4283	4294	0	201	201	0	Very low
N	34b	Main Road (E)	758	751	-1	0.1	0.1	0	High
N	34c	A12 (S)	3394	3398	0	159	160	1	Medium
N	34d	A1214 Main Road (W)	2425	2428	0	49	50	2	High
N	35	A14 south of Ipswich (east of Copdock jcn)	6299	6293	0	873	874	0	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	5223	5225	0	754	755	0	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	4024	4023	0	660	660	0	Medium
N	38a	B1079 Woodbridge w/o A12	1317	1317	0	48	47	-2	Medium
N	38b	A12 Woodbridge n/o B1079	3349	3347	0	150	152	1	Medium
N	38c	B1079 Woodbridge e/o A12	1064	1060	0	52	52	0	High
N	39a	A1094 (west of B1069)	1001	1145	14	13	13	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	39b	B1069 (north of A1094)	563	726	29	10	10	0	Very low
N	39c	A1094 (east of B1069)	463	470	2	7	7	0	Very low
Y	41	B1125 through Middleton	204	320	57	2	2	0	Medium
N	42	B1125 (south of B1387)	212	264	25	0.1	0.1	0	Medium
N	43	A1120 (east of Dennington)	322	323	0	14	15	7	Low
N	44	A1120 (west of Dennington)	532	530	0	13	13	0	High
N	45	A1120 (east of Pettaugh)	1199	1189	-1	76	76	0	Medium
N	46	B1119 (east of Framlingham)	370	362	-2	5	5	0	High
N	47	B1119 (through Framlingham)	780	776	-1	14	14	0	High
N	48	B1119 (east of Saxstead Green)	504	500	-1	15	15	0	High
N	49	B1078 (east of Clopton)	439	444	1	12	12	0	Medium
N	50	B1079 (west of Clopton)	1147	1149	0	52	52	0	Medium
N	51	B1078 (through Gibraltar)	967	969	0	52	52	0	High
N	52	B1078 (west of Coddenham)	775	776	0	53	53	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	53a	A144 (west of A12)	500	500	0	16	15	-6	High
N	53b	A12 (north of A144)	917	918	0	48	48	0	Medium
N	53c	A12 (south of A144)	1394	1396	0	63	63	0	Medium
N	55	A140 (south of B1078)	2910	2904	0	262	261	0	Medium
N	56	A140 (north of B1078)	2160	2156	0	212	213	0	Medium
Y	57	Sizewell Link Road (east of A12)	0.1	118	117900	0.1	2	1900	Medium
N	58	A12 (north of SLR)	1140	1107	-3	41	41	0	Very low
N	59	A12 (south of SLR)	1140	1208	6	41	42	2	Very low
N	62	B1079 (south of Otley)	180	180	0	0.1	0.1	0	Medium
Y	63	Theberton Bypass (west of B1125)	0.1	439	438900	0.1	11	10900	Medium
Y	64	B1122 north of SZC access	535	708	32	7	8	14	Medium
Y	65	Middleton Moor Link	0.1	333	332900	0.1	9	8900	Medium
Y	66	B1122 west of B1125	316	13	-96	9	0.1	-99	Medium
Y	67	Main Site Access	0.1	658	657900	0.1	0.1	0	Very low
N	68	Darsham P&R	0.1	0.1	0	0.1	0.1	0	Very low
N	69	Wickham Market P&R	0.1	0.1	0	0.1	0.1	0	Very low
Y	70	A12 on-slip (west of WM P&R)	193	192	-1	6	4	-33	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	71	B1116 north of B1078	608	603	-1	4	4	0	Medium
N	72	B1078 west of B1116	450	447	-1	17	13	-24	Medium
N	73	B1078 south of B1116	779	779	0	15	13	-13	Medium
Y	74	B1122 (Middleton Moor)	374	30	-92	11	2	-82	Medium
N	75	Lovers Lane	283	320	13	2	2	0	Medium
Y	76	B1069 (north of Aldringham Lane)	470	645	37	8	8	0	Medium
Y	77	Aldeburgh Rd (north of Aldringham Lane)	376	425	13	3	4	33	Medium
N	78	A12 (north of B1121)	1523	1494	-2	50	49	-2	Medium
N	79	B1121 at Benhall	495	614	24	13	13	0	Medium
N	80	A1152 at Rendlesham	490	565	15	15	15	0	Medium
N	81	B1078 at Campsea Ashe	182	185	2	0.1	0.1	0	High
Y	82	B1438 Melton Hill	83	81	-2	6	4	-33	High
Y	83	A145 west of A12	250	249	0	21	21	0	Medium
Y	84	A12 south of B1126	832	832	0	35	35	0	Medium
Y	85	A12 south of A1095	1078	1078	0	46	46	0	Very low
Y	86	A12 south of B1387	925	920	-1	47	47	0	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	87	A12 south of Eagle Way/Anson Rd roundabout	4016	4017	0	153	153	0	Very low
Y	88	A12 south of Foxhall Road	3129	3130	0	151	151	0	Very low
N	89	A1120 east of A140	1308	1299	-1	100	101	1	High
N	90	A1120 Sibton (east of Mill Hill)	420	417	-1	13	13	0	High
Y	91	A1152 at Eyke	578	639	11	22	22	0	High

Table 1.18: 2034 Operational 24 Hour AAWT Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	1	Sizewell Gap	7004	7004	0	10	10	0	Medium
N	2	King George's Avenue	4657	4561	-2	17	17	0	High
Y	3	Lovers Lane (LEEIE)	3094	3341	8	9	13	56	Medium
Y	4a	B1122 (S)	3415	4513	32	95	102	6	Medium
N	4b	Lovers Lane	3107	3371	8	28	29	4	Medium
Y	4c	B1122 (N)	5773	7259	26	95	111	18	High
Y	5	B1122 Abbey Road (existing level crossing)	4683	5702	22	122	123	0	High
N	6	B1119 Samundham Road	5630	5727	2	127	125	-2	High
N	7	B1069 Coldfair Green	6833	7214	6	135	135	0	High
N	8	B1122 Aldeburgh	3521	3542	1	49	49	0	High
N	9a	A1094 (W)	8826	8879	1	220	220	0	Medium
N	9b	Snape Road	4935	5197	5	102	102	0	High
N	9c	A1094 (E)	9482	9803	3	220	220	0	Medium
Y	10	B1122 through Theberton	5758	387	-93	95	0	-100	Medium
Y	10A	Theberton Bypass	0	6369	6368476	0	132	132093	Medium
N	11	B1125 through Westleton	2811	2925	4	10	10	0	High
N	12a	B1121 (N)	5479	5321	-3	43	43	0	High
N	12b	B1119 (E)	5838	5799	-1	137	131	-4	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	12c	B1121 (S)	4402	4755	8	150	139	-8	Medium
N	13a	A12 (N)	16508	16617	1	936	939	0	Low
N	13b	B1122	4152	3803	-8	116	111	-4	Low
N	13c	A12 (middle)	16669	15970	-4	849	839	-1	High
N	13d	A1120	4410	4421	0	138	139	1	High
N	13e	A12 (S)	13655	12856	-6	707	693	-2	Medium
N	14	A12 north of Darsham park and ride	16507	16616	1	937	939	0	Medium
N	15	A144 Halesworth	9318	9343	0	282	282	0	High
N	16	A12 Wrentham	11059	11054	0	452	450	0	High
N	17a	A12 (N)	12153	12123	0	686	690	1	Medium
N	17b	B1125	1991	1963	-1	0	0	0	Medium
N	17c	A12 (S)	9989	9995	0	688	692	1	Medium
N	18	A145 Beccles	7468	7464	0	468	466	0	High
N	19a	A1117 (N)	10863	10842	0	19	19	0	High
N	19b	A12 (N)	15917	16022	1	224	227	1	Medium
N	19c	B1384 Stradbroke Rd	10608	10488	-1	11	11	0	High
N	19d	A12 (S)	13749	13750	0	535	534	0	Low
N	19e	A1145 (W)	17727	17704	0	326	324	-1	High
N	20	A1095 Southwold	4427	4427	0	76	76	0	High
N	21a	B1119 (west of A12)	3347	3272	-2	52	52	0	Medium
N	21b	A12 (north of B1119)	14134	14113	0	707	734	4	Medium
N	21c	A12 (middle)	16852	16738	-1	709	736	4	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	21d	B1119 (east of A12)	5807	5399	-7	105	105	0	High
N	21e	A12 (south of B1119)	16768	16731	0	745	766	3	Medium
N	22a	A12 (N)	18722	19035	2	871	891	2	Very low
N	22b	A1094	8898	8935	0	228	226	-1	Medium
Y	22c	A12 (S) (Farnham)	23517	301	-99	953	11	-99	Medium
Y	23	A12 Farnham Bend	23514	292	-99	955	11	-99	Medium
Y	23A	A12 Two Village Bypass	0	23583	23583342	0	957	957125	Medium
Y	24	A12 Stratford St Andrew (Low Road)	23485	264	-99	953	13	-99	Medium
N	25	A12 Little Glemham	23485	23858	2	953	979	3	Medium
N	26	A12 Marlesford	24166	24373	1	964	981	2	Medium
N	27	A12 south of Wickham Market	25826	25848	0	1005	1031	3	Medium
N	28a	B1078 Wickham Market	6244	6375	2	153	149	-2	Medium
N	28b	B1078 Wickham Market (east of B1438)	4943	5054	2	164	160	-2	High
N	28c	B1438 High Street, Wickham Market	3609	3626	0	11	11	0	High
N	29	B1078 onslip to A12	2208	2234	1	71	71	0	Very low
N	30	B1116 Hatcheston	6333	6332	0	61	61	0	Medium
N	31	B1069 Tunstall	4880	5103	5	100	100	0	Medium
N	32a	A12 (N)	26897	26892	0	1135	1158	2	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	32b	A1152	20631	20633	0	844	842	0	High
N	32c	A12 (S)	43759	43735	0	1940	1961	1	Medium
N	33	A12 south of Woodbridge	49904	49891	0	2453	2493	2	Very low
N	34a	A12 (N)	53895	53997	0	2992	3017	1	Very low
N	34b	Main Road (E)	8219	8238	0	0	0	0	High
N	34c	A12 (S)	42670	42557	0	2316	2341	1	Medium
N	34d	A1214 Main Road (W)	27411	27541	0	722	722	0	High
N	35	A14 south of Ipswich (east of Copdock jcn)	82390	82305	0	11739	11753	0	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	69142	69100	0	10188	10211	0	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	53817	53815	0	8596	8599	0	Medium
N	38a	B1079 Woodbridge w/o A12	14860	14804	0	508	504	-1	Medium
N	38b	A12 Woodbridge n/o B1079	43759	43735	0	1940	1961	1	Medium
N	38c	B1079 Woodbridge e/o A12	13692	13618	-1	758	758	0	High
N	39a	A1094 (west of B1069)	11193	11442	2	227	227	0	Medium
N	39b	B1069 (north of A1094)	6782	7128	5	142	144	1	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	39c	A1094 (east of B1069)	4804	4770	-1	144	144	0	Very low
N	41	B1125 through Middleton	2169	2709	25	10	10	0	Medium
N	42	B1125 (south of B1387)	2264	2301	2	0	0	0	Medium
N	43	A1120 (east of Dennington)	3008	3012	0	159	160	1	Low
N	44	A1120 (west of Dennington)	5232	5232	0	151	151	0	High
N	45	A1120 (east of Pettaugh)	12220	12136	-1	1008	1010	0	Medium
N	46	B1119 (east of Framlingham)	3573	3485	-2	65	65	0	High
N	47	B1119 (through Framlingham)	9065	8999	-1	243	241	-1	High
N	48	B1119 (east of Saxstead Green)	5356	5304	-1	268	268	0	High
N	49	B1078 (east of Clopton)	4687	4821	3	157	155	-1	Medium
N	50	B1079 (west of Clopton)	11708	11809	1	531	527	-1	Medium
N	51	B1078 (through Gibraltar)	9771	9892	1	531	527	-1	High
N	52	B1078 (west of Coddenham)	8012	8051	0	520	525	1	High
N	53a	A144 (west of A12)	5166	5171	0	229	223	-3	High
N	53b	A12 (north of A144)	10508	10555	0	698	703	1	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	53c	A12 (south of A144)	15632	15732	1	932	937	0	Medium
N	55	A140 (south of B1078)	34781	34752	0	3653	3657	0	Medium
N	56	A140 (north of B1078)	26447	26374	0	3124	3130	0	Medium
Y	57	Sizewell Link Road (east of A12)	0	1092	1092030	0	35	34950	Medium
N	58	A12 (north of SLR)	13333	12819	-4	695	690	-1	Very low
N	59	A12 (south of SLR)	13333	13719	3	695	729	5	Very low
N	62	B1079 (south of Otley)	1941	1920	-1	0	0	0	Medium
Y	63	Theberton Bypass (west of B1125)	0	4561	4561264	0	146	145463	Medium
Y	64	B1122 north of SZC access	5758	6452	12	95	132	39	Medium
Y	65	Middleton Moor Link	0	3599	3598616	0	111	110886	Medium
Y	66	B1122 west of B1125	3443	87	-97	106	0	-100	Medium
Y	67	Main Site Access	0	1617	1616522	0	20	19900	Very low
N	68	Darsham P&R	0	0	0	0	0	0	Very low
N	69	Wickham Market P&R	0	0	0	0	0	0	Very low
N	70	A12 on-slip (west of WM P&R)	2209	2235	1	71	71	0	Very low
N	71	B1116 north of B1078	6693	6685	0	63	63	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	72	B1078 west of B1116	4928	5043	2	170	170	0	Medium
N	73	B1078 south of B1116	8501	8595	1	175	173	-1	Medium
Y	74	B1122 (Middleton Moor)	4152	344	-92	116	4	-97	Medium
N	75	Lovers Lane	3107	3371	8	28	29	4	Medium
N	76	B1069 (north of Aldringham Lane)	5689	6071	7	111	111	0	Medium
N	77	Aldeburgh Rd (north of Aldringham Lane)	4400	4579	4	22	22	0	Medium
N	78	A12 (north of B1121)	17352	17331	0	745	766	3	Medium
N	79	B1121 at Benhall	5019	5362	7	149	141	-5	Medium
N	80	A1152 at Rendlesham	5802	5920	2	181	181	0	Medium
N	81	B1078 at Campsea Ashe	2229	2232	0	0	0	0	High
N	82	B1438 Melton Hill	952	938	-1	75	75	0	High
Y	83	A145 west of A12	2597	2597	0	296	298	1	Medium
Y	84	A12 south of B1126	9892	9880	0	498	494	-1	Medium
Y	85	A12 south of A1095	12624	12625	0	698	701	0	Very low
Y	86	A12 south of B1387	10654	10591	-1	688	692	1	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	50899	50961	0	2202	2227	1	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	88	A12 south of Foxhall Road	41316	41348	0	2304	2330	1	Very low
N	89	A1120 east of A140	13486	13400	-1	1374	1376	0	High
N	90	A1120 Sibton (east of Mill Hill)	4162	4161	0	138	138	0	High
N	91	A1152 at Eyke	7076	7182	1	244	244	0	High

Table 1.19: 2034 Operational Hour of Highest Environmental Sensitivity (8-9 pm) Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	1	Sizewell Gap	384	384	0	1	1	0	Medium
N	2	King George's Avenue	265	285	8	2	2	0	High
Y	3	Lovers Lane (LEEIE)	200	240	20	1	1	0	Medium
Y	4a	B1122 (S)	287	693	141	13	15	15	Medium
N	4b	Lovers Lane	202	250	24	3	3	0	Medium
Y	4c	B1122 (N)	450	904	101	14	16	14	High
Y	5	B1122 Abbey Road (existing level crossing)	414	789	91	16	16	0	High
N	6	B1119 Samundham Road	531	661	24	14	14	0	High
N	7	B1069 Coldfair Green	526	626	19	16	16	0	High
N	8	B1122 Aldeburgh	276	302	9	6	6	0	High
N	9a	A1094 (W)	687	693	1	28	28	0	Medium
N	9b	Snape Road	385	439	14	11	11	0	High
N	9c	A1094 (E)	721	784	9	21	21	0	Medium
Y	10	B1122 through Theberton	449	41	-91	14	0	-99	Medium
Y	10A	Theberton Bypass	0	614	613900	0	20	19900	Medium
N	11	B1125 through Westleton	232	314	35	1	1	0	High
N	12a	B1121 (N)	523	519	-1	4	4	0	High
N	12b	B1119 (E)	550	659	20	15	14	-7	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	12c	B1121 (S)	346	457	32	14	13	-7	Medium
N	13a	A12 (N)	1200	1220	2	101	102	1	Low
N	13b	B1122	324	291	-10	15	15	0	Low
N	13c	A12 (middle)	1244	1187	-5	90	89	-1	High
N	13d	A1120	350	345	-1	19	19	0	High
N	13e	A12 (S)	1005	951	-5	72	71	-1	Medium
N	14	A12 north of Darsham park and ride	1200	1220	2	101	102	1	Medium
N	15	A144 Halesworth	808	811	0	33	33	0	High
N	16	A12 Wrentham	793	792	0	49	49	0	High
N	17a	A12 (N)	877	876	0	72	73	1	Medium
N	17b	B1125	154	149	-3	0	0	0	Medium
N	17c	A12 (S)	723	728	1	72	73	1	Medium
N	18	A145 Beccles	748	748	0	52	52	0	High
N	19a	A1117 (N)	956	947	-1	2	2	0	High
N	19b	A12 (N)	1343	1401	4	22	23	5	Medium
N	19c	B1384 Stradbroke Rd	1092	1024	-6	2	2	0	High
N	19d	A12 (S)	1075	1078	0	59	59	0	Low
N	19e	A1145 (W)	1451	1441	-1	37	37	0	High
N	20	A1095 Southwold	368	368	0	8	8	0	High
N	21a	B1119 (west of A12)	277	262	-5	8	8	0	Medium
N	21b	A12 (north of B1119)	1129	1161	3	73	78	7	Medium
N	21c	A12 (middle)	1337	1352	1	73	78	7	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	21d	B1119 (east of A12)	638	637	0	14	14	0	High
N	21e	A12 (south of B1119)	1454	1470	1	76	80	5	Medium
N	22a	A12 (N)	1379	1473	7	86	90	5	Very low
N	22b	A1094	696	696	0	28	28	0	Medium
Y	22c	A12 (S) (Farnham)	1701	30	-98	91	2	-98	Medium
Y	23	A12 Farnham Bend	1699	26	-98	91	2	-98	Medium
Y	23A	A12 Two Village Bypass	0	1769	1768900	0	93	92900	Medium
Y	24	A12 Stratford St Andrew (Low Road)	1697	24	-99	91	2	-98	Medium
N	25	A12 Little Glemham	1697	1793	6	91	95	4	Medium
N	26	A12 Marlesford	1763	1787	1	92	95	3	Medium
N	27	A12 south of Wickham Market	2031	2004	-1	98	104	6	Medium
N	28a	B1078 Wickham Market	561	607	8	20	20	0	Medium
N	28b	B1078 Wickham Market (east of B1438)	424	469	11	22	20	-9	High
N	28c	B1438 High Street, Wickham Market	338	334	-1	2	0	-95	High
N	29	B1078 onslip to A12	178	177	-1	10	9	-10	Very low
N	30	B1116 Hatcheston	652	651	0	10	10	0	Medium
N	31	B1069 Tunstall	381	425	12	9	9	0	Medium
N	32a	A12 (N)	2174	2149	-1	112	118	5	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	32b	A1152	1684	1692	0	75	74	-1	High
N	32c	A12 (S)	3257	3246	0	168	173	3	Medium
N	33	A12 south of Woodbridge	3659	3661	0	228	240	5	Very low
N	34a	A12 (N)	4120	4148	1	278	282	1	Very low
N	34b	Main Road (E)	394	424	8	0	0	0	High
N	34c	A12 (S)	3163	3124	-1	212	216	2	Medium
N	34d	A1214 Main Road (W)	2240	2301	3	71	71	0	High
N	35	A14 south of Ipswich (east of Copdock jcn)	6410	6403	0	830	831	0	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	5214	5204	0	698	701	0	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	3879	3877	0	535	535	0	Medium
N	38a	B1079 Woodbridge w/o A12	1338	1312	-2	57	57	0	Medium
N	38b	A12 Woodbridge n/o B1079	3257	3246	0	168	173	3	Medium
N	38c	B1079 Woodbridge e/o A12	1399	1361	-3	87	87	0	High
N	39a	A1094 (west of B1069)	853	921	8	21	21	0	Medium
N	39b	B1069 (north of A1094)	513	598	17	15	15	0	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	39c	A1094 (east of B1069)	382	391	2	13	13	0	Very low
N	41	B1125 through Middleton	171	293	71	1	1	0	Medium
N	42	B1125 (south of B1387)	175	224	28	0	0	0	Medium
N	43	A1120 (east of Dennington)	268	263	-2	21	21	0	Low
N	44	A1120 (west of Dennington)	450	446	-1	19	19	0	High
N	45	A1120 (east of Pettaugh)	1114	1085	-3	105	105	0	Medium
N	46	B1119 (east of Framlingham)	313	299	-4	8	8	0	High
N	47	B1119 (through Framlingham)	969	957	-1	21	20	-5	High
N	48	B1119 (east of Saxstead Green)	521	515	-1	23	23	0	High
N	49	B1078 (east of Clopton)	426	473	11	21	20	-5	Medium
N	50	B1079 (west of Clopton)	1100	1130	3	61	61	0	Medium
N	51	B1078 (through Gibraltar)	924	963	4	61	61	0	High
N	52	B1078 (west of Coddenham)	689	692	0	56	59	5	High
N	53a	A144 (west of A12)	421	419	0	29	28	-3	High
N	53b	A12 (north of A144)	765	771	1	74	75	1	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	53c	A12 (south of A144)	1140	1154	1	101	102	1	Medium
N	55	A140 (south of B1078)	2668	2649	-1	325	328	1	Medium
N	56	A140 (north of B1078)	2013	1989	-1	273	273	0	Medium
Y	57	Sizewell Link Road (east of A12)	0	133	132900	0	6	5900	Medium
N	58	A12 (north of SLR)	976	948	-3	71	71	0	Very low
N	59	A12 (south of SLR)	976	1054	8	71	76	7	Very low
N	62	B1079 (south of Otley)	176	165	-6	0	0	0	Medium
Y	63	Theberton Bypass (west of B1125)	0	398	397900	0	21	20900	Medium
Y	64	B1122 north of SZC access	449	633	41	14	20	43	Medium
Y	65	Middleton Moor Link	0	276	275900	0	15	14900	Medium
Y	66	B1122 west of B1125	265	19	-93	14	0	-99	Medium
Y	67	Main Site Access	0	616	615900	0	4	3900	Very low
N	68	Darsham P&R	0	0	0	0	0	0	Very low
N	69	Wickham Market P&R	0	0	0	0	0	0	Very low
N	70	A12 on-slip (west of WM P&R)	178	177	-1	10	9	-10	Very low
N	71	B1116 north of B1078	676	675	0	10	10	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	72	B1078 west of B1116	434	478	10	22	20	-9	Medium
N	73	B1078 south of B1116	803	844	5	24	22	-8	Medium
Y	74	B1122 (Middleton Moor)	324	27	-92	15	0	-99	Medium
N	75	Lovers Lane	202	250	24	3	3	0	Medium
N	76	B1069 (north of Aldringham Lane)	427	527	23	13	13	0	Medium
N	77	Aldeburgh Rd (north of Aldringham Lane)	331	383	16	4	4	0	Medium
N	78	A12 (north of B1121)	1298	1319	2	76	80	5	Medium
N	79	B1121 at Benhall	407	493	21	15	13	-13	Medium
N	80	A1152 at Rendlesham	514	522	2	14	14	0	Medium
N	81	B1078 at Campsea Ashe	204	207	1	0	0	0	High
N	82	B1438 Melton Hill	141	135	-4	6	4	-33	High
Y	83	A145 west of A12	223	223	0	33	33	0	Medium
Y	84	A12 south of B1126	696	694	0	55	54	-2	Medium
Y	85	A12 south of A1095	894	895	0	75	76	1	Very low
Y	86	A12 south of B1387	772	770	0	72	73	1	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	3798	3830	1	199	203	2	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	88	A12 south of Foxhall Road	3135	3149	0	224	228	2	Very low
N	89	A1120 east of A140	1208	1179	-2	145	144	-1	High
N	90	A1120 Sibton (east of Mill Hill)	336	330	-2	19	19	0	High
N	91	A1152 at Eyke	612	615	0	19	20	5	High

Table 1.20: 2034 Operational Hour of Highest Environmental Sensitivity (3-4 pm) Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	1	Sizewell Gap	401	401	0	1	1	0	Medium
N	2	King George's Avenue	268	289	8	2	2	0	High
Y	3	Lovers Lane (LEEIE)	215	207	-4	1	2	100	Medium
Y	4a	B1122 (S)	352	331	-6	10	10	0	Medium
N	4b	Lovers Lane	216	208	-4	3	3	0	Medium
Y	4c	B1122 (N)	480	503	5	10	10	0	High
Y	5	B1122 Abbey Road (existing level crossing)	508	483	-5	13	12	-8	High
N	6	B1119 Samundham Road	533	514	-4	12	11	-8	High
N	7	B1069 Coldfair Green	562	559	-1	12	12	0	High
N	8	B1122 Aldeburgh	303	297	-2	3	3	0	High
N	9a	A1094 (W)	749	749	0	16	16	0	Medium
N	9b	Snape Road	430	427	-1	6	6	0	High
N	9c	A1094 (E)	777	774	0	16	16	0	Medium
Y	10	B1122 through Theberton	479	39	-92	10	0	-99	Medium
Y	10A	Theberton Bypass	0	493	492900	0	11	10900	Medium
N	11	B1125 through Westleton	243	237	-2	1	1	0	High
N	12a	B1121 (N)	506	477	-6	3	3	0	High
N	12b	B1119 (E)	531	504	-5	12	12	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	12c	B1121 (S)	444	431	-3	11	11	0	Medium
N	13a	A12 (N)	1295	1298	0	75	74	-1	Low
N	13b	B1122	338	307	-9	11	10	-9	Low
N	13c	A12 (middle)	1341	1284	-4	66	66	0	High
N	13d	A1120	415	418	1	10	10	0	High
N	13e	A12 (S)	1123	1052	-6	58	57	-2	Medium
N	14	A12 north of Darsham park and ride	1295	1298	0	75	74	-1	Medium
N	15	A144 Halesworth	802	803	0	28	28	0	High
N	16	A12 Wrentham	885	884	0	35	34	-3	High
N	17a	A12 (N)	970	969	0	53	53	0	Medium
N	17b	B1125	157	156	-1	0	0	0	Medium
N	17c	A12 (S)	813	813	0	53	53	0	Medium
N	18	A145 Beccles	780	779	0	49	48	-2	High
N	19a	A1117 (N)	871	871	0	2	2	0	High
N	19b	A12 (N)	1090	1090	0	17	17	0	Medium
N	19c	B1384 Stradbroke Rd	1036	1036	0	2	2	0	High
N	19d	A12 (S)	1115	1115	0	43	43	0	Low
N	19e	A1145 (W)	1460	1459	0	29	28	-3	High
N	20	A1095 Southwold	360	360	0	8	8	0	High
N	21a	B1119 (west of A12)	241	235	-2	3	3	0	Medium
N	21b	A12 (north of B1119)	1192	1191	0	59	61	3	Medium
N	21c	A12 (middle)	1362	1357	0	60	61	2	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	21d	B1119 (east of A12)	471	451	-4	9	9	0	High
N	21e	A12 (south of B1119)	1350	1363	1	64	65	2	Medium
N	22a	A12 (N)	1515	1528	1	72	74	3	Very low
N	22b	A1094	743	742	0	16	16	0	Medium
Y	22c	A12 (S) (Farnham)	1866	28	-98	80	1	-99	Medium
Y	23	A12 Farnham Bend	1865	29	-98	80	1	-99	Medium
Y	23A	A12 Two Village Bypass	0	1849	1848900	0	80	79900	Medium
Y	24	A12 Stratford St Andrew (Low Road)	1858	21	-99	80	1	-99	Medium
N	25	A12 Little Glemham	1858	1872	1	80	82	3	Medium
N	26	A12 Marlesford	1917	1931	1	81	82	1	Medium
N	27	A12 south of Wickham Market	1967	1970	0	84	87	4	Medium
N	28a	B1078 Wickham Market	647	660	2	11	10	-9	Medium
N	28b	B1078 Wickham Market (east of B1438)	538	545	1	11	10	-9	High
N	28c	B1438 High Street, Wickham Market	336	339	1	1	0	-90	High
N	29	B1078 onslip to A12	210	217	3	3	3	0	Very low
N	30	B1116 Hatcheston	549	550	0	4	4	0	Medium
N	31	B1069 Tunstall	411	408	-1	6	6	0	Medium
N	32a	A12 (N)	2047	2047	0	95	97	2	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	32b	A1152	1783	1777	0	73	73	0	High
N	32c	A12 (S)	3492	3487	0	164	166	1	Medium
N	33	A12 south of Woodbridge	3750	3746	0	208	210	1	Very low
N	34a	A12 (N)	4149	4143	0	259	260	0	Very low
N	34b	Main Road (E)	737	728	-1	0	0	0	High
N	34c	A12 (S)	3503	3490	0	205	207	1	Medium
N	34d	A1214 Main Road (W)	2302	2310	0	65	66	2	High
N	35	A14 south of Ipswich (east of Copdock jcn)	5717	5704	0	1007	1008	0	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	4838	4825	0	866	867	0	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	4033	4033	0	742	742	0	Medium
N	38a	B1079 Woodbridge w/o A12	1217	1219	0	28	28	0	Medium
N	38b	A12 Woodbridge n/o B1079	3492	3487	0	164	166	1	Medium
N	38c	B1079 Woodbridge e/o A12	1277	1282	0	56	56	0	High
N	39a	A1094 (west of B1069)	942	928	-1	16	16	0	Medium
N	39b	B1069 (north of A1094)	540	537	-1	13	13	0	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	39c	A1094 (east of B1069)	448	438	-2	12	12	0	Very low
N	41	B1125 through Middleton	182	212	16	1	1	0	Medium
N	42	B1125 (south of B1387)	183	176	-4	0	0	0	Medium
N	43	A1120 (east of Dennington)	251	251	0	11	11	0	Low
N	44	A1120 (west of Dennington)	413	414	0	10	10	0	High
N	45	A1120 (east of Pettaugh)	991	986	-1	70	70	0	Medium
N	46	B1119 (east of Framlingham)	282	273	-3	5	5	0	High
N	47	B1119 (through Framlingham)	937	930	-1	11	11	0	High
N	48	B1119 (east of Saxstead Green)	520	513	-1	13	13	0	High
N	49	B1078 (east of Clopton)	489	502	3	10	10	0	Medium
N	50	B1079 (west of Clopton)	937	951	1	22	22	0	Medium
N	51	B1078 (through Gibraltar)	788	803	2	22	22	0	High
N	52	B1078 (west of Coddenham)	577	591	2	21	21	0	High
N	53a	A144 (west of A12)	397	398	0	21	21	0	High
N	53b	A12 (north of A144)	857	861	0	54	54	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	53c	A12 (south of A144)	1227	1232	0	74	74	0	Medium
N	55	A140 (south of B1078)	2458	2471	1	251	251	0	Medium
N	56	A140 (north of B1078)	1920	1921	0	232	232	0	Medium
Y	57	Sizewell Link Road (east of A12)	0	83	82900	0	2	1900	Medium
N	58	A12 (north of SLR)	1091	1044	-4	57	57	0	Very low
N	59	A12 (south of SLR)	1091	1103	1	57	59	4	Very low
N	62	B1079 (south of Otley)	148	148	0	0	0	0	Medium
Y	63	Theberton Bypass (west of B1125)	0	356	355900	0	12	11900	Medium
Y	64	B1122 north of SZC access	479	502	5	10	11	10	Medium
Y	65	Middleton Moor Link	0	289	288900	0	10	9900	Medium
Y	66	B1122 west of B1125	279	12	-96	10	0	-99	Medium
Y	67	Main Site Access	0	4	3900	0	1	900	Very low
N	68	Darsham P&R	0	0	0	0	0	0	Very low
N	69	Wickham Market P&R	0	0	0	0	0	0	Very low
N	70	A12 on-slip (west of WM P&R)	210	217	3	3	3	0	Very low
N	71	B1116 north of B1078	565	566	0	4	4	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	72	B1078 west of B1116	536	545	2	12	12	0	Medium
N	73	B1078 south of B1116	742	746	1	13	13	0	Medium
Y	74	B1122 (Middleton Moor)	338	32	-91	11	0	-99	Medium
N	75	Lovers Lane	216	208	-4	3	3	0	Medium
N	76	B1069 (north of Aldringham Lane)	462	458	-1	12	12	0	Medium
N	77	Aldeburgh Rd (north of Aldringham Lane)	361	371	3	3	3	0	Medium
N	78	A12 (north of B1121)	1357	1371	1	64	65	2	Medium
N	79	B1121 at Benhall	450	446	-1	12	11	-8	Medium
N	80	A1152 at Rendlesham	477	474	-1	15	15	0	Medium
N	81	B1078 at Campsea Ashe	201	201	0	0	0	0	High
N	82	B1438 Melton Hill	63	66	5	7	6	-14	High
Y	83	A145 west of A12	224	224	0	28	28	0	Medium
Y	84	A12 south of B1126	783	782	0	37	36	-3	Medium
Y	85	A12 south of A1095	984	984	0	56	56	0	Very low
Y	86	A12 south of B1387	880	876	0	53	53	0	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	4142	4127	0	199	200	1	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	88	A12 south of Foxhall Road	3168	3161	0	196	197	1	Very low
N	89	A1120 east of A140	1048	1044	0	97	97	0	High
N	90	A1120 Sibton (east of Mill Hill)	385	386	0	10	10	0	High
N	91	A1152 at Eyke	590	588	0	21	21	0	High

1.7 Summary

Table 1.21: Summary of Screening Representative Hour

Link Number	Link Name	2023 Early Years	2028 Preferred Strategy (Typical Day)	2028 Preferred Strategy (Busiest Day)	2028 Integrated Strategy (Typical Day)	2028 Integrated Strategy (Busiest Day)	2034 Operational
1	Sizewell Gap	Y	N	N	Y	N	N
2	King George's Avenue	Y	N	N	N	N	N
3	Lover's Lane ("Big Field")	Y	Y	Y	Y	Y	N
4a	B1122 (S)	Y	Y	Y	Y	Y	Y
4b	Lover's Lane	Y	Y	Y	Y	Y	N
4c	B1122 (N)	Y	Y	Y	Y	Y	Y
5	B1122 Abbey Road (existing level crossing)	Y	Y	Y	Y	Y	Y
6	B1119 Saxmundham Road	Y	Y	Y	Y	Y	Y
7	B1069 Coldfair Green	Y	Y	Y	Y	Y	Y
8	B1122 Aldeburgh	Y	Y	Y	Y	Y	N
9a	A1094 (W)	N	N	N	Y	N	N
9b	Snape Road	Y	Y	Y	Y	Y	Y
9c	A1094 (E)	N	N	N	Y	N	N
10	B1122 through Theberton	Y	Y	Y	Y	Y	Y
10a	Theberton Bypass	N	Y	Y	Y	Y	Y

Link Number	Link Name	2023 Early Years	2028 Preferred Strategy (Typical Day)	2028 Preferred Strategy (Busiest Day)	2028 Integrated Strategy (Typical Day)	2028 Integrated Strategy (Busiest Day)	2034 Operational
11	B1125 through Westleton	Y	N	Y	N	N	Y
12a	B1121 (N)	Y	Y	Y	Y	Y	N
12b	B1119 (E)	Y	Y	Y	Y	Y	Y
12c	B1121 (S)	Y	N	N	N	N	Y
13a	A12 (N)	N	N	Y	Y	N	N
13b	B1122	Y	Y	Y	Y	Y	N
13c	A12 (middle)	Y	N	N	N	N	N
13d	A1120	Y	Y	Y	Y	Y	N
13e	A12 (S)	Y	N	N	N	N	N
14	A12 north of Darsham park and ride	N	N	N	N	N	N
15	A144 Halesworth	N	N	N	N	N	N
16	A12 Wrentham	Y	Y	Y	Y	Y	N
17a	A12 (N)	N	N	N	N	N	N
17b	B1125	Y	N	N	N	N	N
17c	A12 (S)	N	N	N	N	N	N
18	A145 Beccles	N	N	N	N	N	N
19a	A1117 (N)	N	N	N	N	N	N
19b	A12 (N)	Y	N	N	Y	Y	N

Link Number	Link Name	2023 Early Years	2028 Preferred Strategy (Typical Day)	2028 Preferred Strategy (Busiest Day)	2028 Integrated Strategy (Typical Day)	2028 Integrated Strategy (Busiest Day)	2034 Operational
19c	B1384 Stradbroke Rd	N	N	N	N	N	N
19d	A12 (S)	N	N	N	N	N	N
19e	A1145 (W)	N	N	N	N	N	N
20	A1095 Southwold	N	N	N	N	N	N
21a	B1119 (west of A12)	N	N	N	N	N	N
21b	A12 (north of B1119)	Y	Y	Y	Y	Y	N
21c	A12 (middle)	Y	Y	Y	Y	Y	N
21d	B1119 (east of A12)	N	N	N	N	N	N
21e	A12 (south of B1119)	Y	Y	Y	Y	Y	N
22a	A12 (N)	Y	Y	Y	Y	Y	N
22b	A1094	N	N	N	Y	N	N
22c	A12 (S) (Farnham)	Y	Y	Y	Y	Y	Y
23	A12 Farnham Bend	Y	Y	Y	Y	Y	Y
23a	A12 Two Village Bypass	N	Y	Y	Y	Y	Y
24	A12 Stratford St Andrew (Low Road)	Y	Y	Y	Y	Y	Y
25	A12 Little Glemham	Y	Y	Y	Y	Y	N
26	A12 Marlesford	Y	Y	Y	Y	Y	N

Link Number	Link Name	2023 Early Years	2028 Preferred Strategy (Typical Day)	2028 Preferred Strategy (Busiest Day)	2028 Integrated Strategy (Typical Day)	2028 Integrated Strategy (Busiest Day)	2034 Operational
27	A12 south of Wickham Market	Y	Y	Y	Y	Y	N
28a	B1078 Wickham Market	N	N	N	N	N	N
28b	B1078 Wickham Market (east of B1438)	Y	Y	Y	Y	Y	N
28c	B1438 High Street, Wickham Market	N	Y	Y	Y	Y	Y
29	B1078 onslip to A12	Y	Y	Y	Y	Y	Y
30	B1116 Hatcheston	N	N	N	N	N	N
31	B1069 Tunstall	N	N	N	N	N	N
32a	A12 (N)	Y	Y	Y	Y	Y	N
32b	A1152	N	N	N	N	N	N
32c	A12 (S)	Y	N	N	Y	Y	N
33	A12 south of Woodbridge	N	N	N	Y	N	N
34a	A12 (N)	N	N	N	N	N	N
34b	Main Road (E)	N	Y	Y	Y	Y	N
34c	A12 (S)	N	N	N	Y	N	N
34d	A1214 Main Road (W)	N	N	N	N	N	N
35	A14 south of Ipswich (east of Copdock jcn)	N	N	N	N	N	N

Link Number	Link Name	2023 Early Years	2028 Preferred Strategy (Typical Day)	2028 Preferred Strategy (Busiest Day)	2028 Integrated Strategy (Typical Day)	2028 Integrated Strategy (Busiest Day)	2034 Operational
36	A14 south of Ipswich (west of Seven Hills jcn)	N	N	N	N	N	N
37	A14 Felixstowe branch (east of Seven Hills jcn)	N	N	N	N	N	N
38a	B1079 Woodbridge w/o A12	N	N	N	N	N	N
38b	A12 Woodbridge n/o B1079	Y	N	N	Y	Y	N
38c	B1079 Woodbridge e/o A12	N	N	N	N	N	N
39a	A1094 (west of B1069)	N	N	N	Y	N	N
39b	B1069 (north of A1094)	N	N	N	Y	N	N
39c	A1094 (east of B1069)	N	N	N	N	N	N
41	B1125 through Middleton	Y	N	Y	N	N	Y
42	B1125 (south of B1387)	Y	N	N	N	N	N
43	A1120 (east of Dennington)	N	N	N	N	N	N
44	A1120 (west of Dennington)	Y	N	N	N	N	N
45	A1120 (east of Pettaugh)	N	N	N	N	N	N

Link Number	Link Name	2023 Early Years	2028 Preferred Strategy (Typical Day)	2028 Preferred Strategy (Busiest Day)	2028 Integrated Strategy (Typical Day)	2028 Integrated Strategy (Busiest Day)	2034 Operational
46	B1119 (east of Framlingham)	N	N	N	N	N	N
47	B1119 (through Framlingham)	N	N	N	N	N	N
48	B1119 (east of Saxstead Green)	N	N	N	N	N	N
49	B1078 (east of Clopton)	N	N	N	N	N	N
50	B1079 (west of Clopton)	N	N	N	N	N	N
51	B1078 (through Gibraltar)	N	Y	N	Y	Y	N
52	B1078 (west of Coddenham)	N	Y	N	Y	Y	N
53a	A144 (west of A12)	Y	Y	Y	Y	Y	N
53b	A12 (north of A144)	N	N	N	N	N	N
53c	A12 (south of A144)	N	N	N	N	N	N
55	A140 (south of B1078)	N	N	N	N	N	N
56	A140 (north of B1078)	N	N	N	N	N	N
57	Sizewell Link Road (east of A12)	N	Y	Y	Y	Y	Y
58	A12 (north of SLR)	Y	N	N	N	N	N
59	A12 (south of SLR)	Y	Y	Y	Y	Y	N

Link Number	Link Name	2023 Early Years	2028 Preferred Strategy (Typical Day)	2028 Preferred Strategy (Busiest Day)	2028 Integrated Strategy (Typical Day)	2028 Integrated Strategy (Busiest Day)	2034 Operational
62	B1079 (south of Otley)	N	N	N	N	N	N
63	Theberton Bypass (west of B1125)	N	Y	Y	Y	Y	Y
64	B1122 north of SZC access	Y	Y	Y	Y	Y	Y
65	Middleton Moor Link	N	Y	Y	Y	Y	Y
66	B1122 west of B1125	Y	Y	Y	Y	Y	Y
67	Main Site Access	Y	Y	Y	Y	Y	Y
68	Darsham P&R	Y	Y	Y	Y	Y	N
69	Wickham Market P&R	Y	Y	Y	Y	Y	N
70	A12 on-slip (west of WM P&R)	Y	Y	Y	Y	Y	Y
71	B1116 north of B1078	N	N	N	N	N	N
72	B1078 west of B1116	N	N	N	N	N	N
73	B1078 south of B1116	N	N	Y	N	N	N
74	B1122 (Middleton Moor)	Y	Y	Y	Y	Y	Y
75	Lovers Lane	Y	Y	Y	Y	Y	N
76	B1069 (north of Aldringham Lane)	N	Y	Y	Y	Y	Y

Link Number	Link Name	2023 Early Years	2028 Preferred Strategy (Typical Day)	2028 Preferred Strategy (Busiest Day)	2028 Integrated Strategy (Typical Day)	2028 Integrated Strategy (Busiest Day)	2034 Operational
77	Aldeburgh Rd (north of Aldringham Lane)	N	Y	Y	Y	Y	Y
78	A12 (north of B1121)	Y	Y	Y	Y	Y	N
79	B1121 at Benhall	N	N	N	N	N	N
80	A1152 at Rendlesham	N	N	N	N	N	N
81	B1078 at Campsea Ashe	N	N	N	N	N	N
82	B1438 Melton Hill	N	N	Y	Y	N	Y
83	A145 west of A12	Y	Y	Y	Y	Y	Y
84	A12 south of B1126	Y	Y	Y	Y	Y	Y
85	A12 south of A1095	Y	Y	Y	Y	Y	Y
86	A12 south of B1387	Y	Y	Y	Y	Y	Y
87	A12 south of Eagle Way/Anson Rd	Y	Y	Y	Y	Y	Y
88	A12 south of Foxhall Road	Y	Y	Y	Y	Y	Y
89	A1120 east of A140	N	N	N	N	N	N
90	A1120 Sibton (east of Mill Hill)	Y	Y	Y	Y	Y	N
91	A1152 at Eyke	N	N	N	N	N	Y

Table 1.22: Summary of Screening 24 Hour

Link Number	Link Name	2023 Early Years	2028 Preferred Strategy (Typical Day)	2028 Preferred Strategy (Busiest Day)	2028 Integrated Strategy (Typical Day)	2028 Integrated Strategy (Busiest Day)	2034 Operational
1	Sizewell Gap	Y	N	N	N	N	N
2	King George's Avenue	Y	N	N	N	N	N
3	Lover's Lane ("Big Field")	Y	Y	Y	Y	Y	Y
4a	B1122 (S)	N	Y	Y	Y	Y	Y
4b	Lover's Lane	Y	Y	Y	Y	Y	N
4c	B1122 (N)	Y	Y	Y	Y	Y	Y
5	B1122 Abbey Road (existing level crossing)	Y	Y	Y	Y	Y	Y
6	B1119 Saxmundham Road	N	Y	Y	Y	Y	N
7	B1069 Coldfair Green	N	Y	Y	Y	Y	N
8	B1122 Aldeburgh	N	Y	Y	Y	Y	N
9a	A1094 (W)	N	N	N	N	N	N
9b	Snape Road	N	Y	Y	Y	Y	N
9c	A1094 (E)	N	N	N	N	N	N
10	B1122 through Theberton	Y	Y	Y	Y	Y	Y
10a	Theberton Bypass	N	Y	Y	Y	Y	Y
11	B1125 through Westleton	Y	Y	Y	Y	Y	N

Link Number	Link Name	2023 Early Years	2028 Preferred Strategy (Typical Day)	2028 Preferred Strategy (Busiest Day)	2028 Integrated Strategy (Typical Day)	2028 Integrated Strategy (Busiest Day)	2034 Operational
12a	B1121 (N)	N	Y	Y	Y	Y	N
12b	B1119 (E)	N	Y	Y	Y	Y	N
12c	B1121 (S)	N	N	N	N	N	N
13a	A12 (N)	N	Y	Y	Y	Y	N
13b	B1122	Y	Y	Y	Y	Y	N
13c	A12 (middle)	Y	N	N	N	N	N
13d	A1120	Y	Y	Y	Y	Y	N
13e	A12 (S)	Y	N	N	N	N	N
14	A12 north of Darsham park and ride	N	N	N	N	N	N
15	A144 Halesworth	N	N	N	N	N	N
16	A12 Wrentham	N	Y	Y	Y	Y	N
17a	A12 (N)	N	N	N	N	Y	N
17b	B1125	N	N	N	N	N	N
17c	A12 (S)	N	N	N	N	Y	N
18	A145 Beccles	N	N	N	N	N	N
19a	A1117 (N)	N	N	N	N	N	N
19b	A12 (N)	Y	N	Y	Y	Y	N
19c	B1384 Stradbroke Rd	N	N	N	N	N	N

Link Number	Link Name	2023 Early Years	2028 Preferred Strategy (Typical Day)	2028 Preferred Strategy (Busiest Day)	2028 Integrated Strategy (Typical Day)	2028 Integrated Strategy (Busiest Day)	2034 Operational
19d	A12 (S)	N	N	N	N	N	N
19e	A1145 (W)	N	N	N	N	N	N
20	A1095 Southwold	N	N	N	N	N	N
21a	B1119 (west of A12)	N	N	N	N	N	N
21b	A12 (north of B1119)	Y	Y	Y	Y	Y	N
21c	A12 (middle)	Y	Y	Y	Y	Y	N
21d	B1119 (east of A12)	N	N	N	N	N	N
21e	A12 (south of B1119)	Y	Y	Y	Y	Y	N
22a	A12 (N)	Y	Y	Y	Y	Y	N
22b	A1094	Y	N	N	N	N	N
22c	A12 (S) (Farnham)	Y	Y	Y	Y	Y	Y
23	A12 Farnham Bend	Y	Y	Y	Y	Y	Y
23a	A12 Two Village Bypass	N	Y	Y	Y	Y	Y
24	A12 Stratford St Andrew (Low Road)	Y	Y	Y	Y	Y	Y
25	A12 Little Glemham	Y	Y	Y	Y	Y	N
26	A12 Marlesford	Y	Y	Y	Y	Y	N
27	A12 south of Wickham Market	Y	Y	Y	Y	Y	N

Link Number	Link Name	2023 Early Years	2028 Preferred Strategy (Typical Day)	2028 Preferred Strategy (Busiest Day)	2028 Integrated Strategy (Typical Day)	2028 Integrated Strategy (Busiest Day)	2034 Operational
28a	B1078 Wickham Market	N	N	N	N	N	N
28b	B1078 Wickham Market (east of B1438)	N	Y	Y	Y	Y	N
28c	B1438 High Street, Wickham Market	N	Y	Y	Y	Y	N
29	B1078 onslip to A12	N	Y	Y	Y	Y	N
30	B1116 Hatcheston	N	N	N	N	N	N
31	B1069 Tunstall	N	N	N	N	N	N
32a	A12 (N)	Y	Y	Y	Y	Y	N
32b	A1152	N	N	N	N	N	N
32c	A12 (S)	Y	N	Y	Y	Y	N
33	A12 south of Woodbridge	Y	N	N	N	Y	N
34a	A12 (N)	N	N	N	N	N	N
34b	Main Road (E)	N	Y	Y	Y	Y	N
34c	A12 (S)	Y	N	N	N	Y	N
34d	A1214 Main Road (W)	N	N	N	N	N	N
35	A14 south of Ipswich (east of Copdock jcn)	N	N	N	N	N	N
36	A14 south of Ipswich (west of Seven Hills jcn)	N	N	N	N	N	N

Link Number	Link Name	2023 Early Years	2028 Preferred Strategy (Typical Day)	2028 Preferred Strategy (Busiest Day)	2028 Integrated Strategy (Typical Day)	2028 Integrated Strategy (Busiest Day)	2034 Operational
37	A14 Felixstowe branch (east of Seven Hills jcn)	N	N	N	N	N	N
38a	B1079 Woodbridge w/o A12	N	N	N	N	N	N
38b	A12 Woodbridge n/o B1079	Y	N	Y	Y	Y	N
38c	B1079 Woodbridge e/o A12	N	N	N	N	N	N
39a	A1094 (west of B1069)	N	N	N	N	N	N
39b	B1069 (north of A1094)	N	N	N	N	N	N
39c	A1094 (east of B1069)	N	N	N	N	N	N
41	B1125 through Middleton	N	Y	Y	Y	Y	N
42	B1125 (south of B1387)	N	N	N	N	N	N
43	A1120 (east of Dennington)	N	N	N	N	N	N
44	A1120 (west of Dennington)	N	N	N	N	N	N
45	A1120 (east of Pettaugh)	N	N	N	N	N	N
46	B1119 (east of Framlingham)	N	N	N	N	N	N

Link Number	Link Name	2023 Early Years	2028 Preferred Strategy (Typical Day)	2028 Preferred Strategy (Busiest Day)	2028 Integrated Strategy (Typical Day)	2028 Integrated Strategy (Busiest Day)	2034 Operational
47	B1119 (through Framlingham)	N	N	N	N	N	N
48	B1119 (east of Saxstead Green)	N	N	N	N	N	N
49	B1078 (east of Clopton)	N	N	N	N	N	N
50	B1079 (west of Clopton)	N	N	N	N	N	N
51	B1078 (through Gibraltar)	N	N	N	N	N	N
52	B1078 (west of Coddenham)	N	N	N	N	N	N
53a	A144 (west of A12)	N	Y	Y	Y	Y	N
53b	A12 (north of A144)	N	N	N	N	Y	N
53c	A12 (south of A144)	N	N	N	N	N	N
55	A140 (south of B1078)	N	N	N	N	N	N
56	A140 (north of B1078)	N	N	N	N	N	N
57	Sizewell Link Road (east of A12)	N	Y	Y	Y	Y	Y
58	A12 (north of SLR)	Y	N	N	N	N	N
59	A12 (south of SLR)	Y	Y	Y	Y	Y	N
62	B1079 (south of Otley)	N	N	N	N	N	N

Link Number	Link Name	2023 Early Years	2028 Preferred Strategy (Typical Day)	2028 Preferred Strategy (Busiest Day)	2028 Integrated Strategy (Typical Day)	2028 Integrated Strategy (Busiest Day)	2034 Operational
63	Theberton Bypass (west of B1125)	N	Y	Y	Y	Y	Y
64	B1122 north of SZC access	Y	Y	Y	Y	Y	Y
65	Middleton Moor Link	N	Y	Y	Y	Y	Y
66	B1122 west of B1125	Y	Y	Y	Y	Y	Y
67	Main Site Access	Y	Y	Y	Y	Y	Y
68	Darsham P&R	Y	Y	Y	Y	Y	N
69	Wickham Market P&R	Y	Y	Y	Y	Y	N
70	A12 on-slip (west of WM P&R)	Y	Y	Y	Y	Y	N
71	B1116 north of B1078	N	N	N	N	N	N
72	B1078 west of B1116	N	N	N	N	N	N
73	B1078 south of B1116	N	Y	Y	Y	Y	N
74	B1122 (Middleton Moor)	Y	Y	Y	Y	Y	Y
75	Lovers Lane	Y	Y	Y	Y	Y	N
76	B1069 (north of Aldringham Lane)	N	Y	Y	Y	Y	N
77	Aldeburgh Rd (north of Aldringham Lane)	N	Y	Y	Y	Y	N

Link Number	Link Name	2023 Early Years	2028 Preferred Strategy (Typical Day)	2028 Preferred Strategy (Busiest Day)	2028 Integrated Strategy (Typical Day)	2028 Integrated Strategy (Busiest Day)	2034 Operational
78	A12 (north of B1121)	Y	Y	Y	Y	Y	N
79	B1121 at Benhall	N	N	N	N	N	N
80	A1152 at Rendlesham	N	N	N	N	N	N
81	B1078 at Campsea Ashe	N	N	N	N	N	N
82	B1438 Melton Hill	N	Y	Y	Y	Y	N
83	A145 west of A12	Y	Y	Y	Y	Y	Y
84	A12 south of B1126	Y	Y	Y	Y	Y	Y
85	A12 south of A1095	Y	Y	Y	Y	Y	Y
86	A12 south of B1387	Y	Y	Y	Y	Y	Y
87	A12 south of Eagle Way/Anson Rd	Y	Y	Y	Y	Y	Y
88	A12 south of Foxhall Road	Y	Y	Y	Y	Y	Y
89	A1120 east of A140	N	N	N	N	N	N
90	A1120 Sibton (east of Mill Hill)	Y	Y	Y	Y	Y	N
91	A1152 at Eyke	N	N	N	N	N	N

APPENDIX 2C TRANSPORT ENVIRONMENTAL ASSESSMENT ADDENDUM

APPENDIX B: SCREENING - CUMULATIVE ASSESSMENT

Contents

1. Traffic Link Screening 1
1.1 2023 Early Years + SPR 1
1.2 2028 Preferred Strategy (Typical Day) + SPR 20
1.3 2028 Preferred Strategy (Busiest Day) + SPR 40
1.4 2028 Integrated Strategy (Typical Day) + SPR 61
1.5 2028 Integrated Strategy (Busiest Day) + SPR 81
1.6 Summary 101

Tables

Table 1.1: 2023 Early Years + SPR Representative Hour Screening Results 1
Table 1.2: 2023 Early Years + SPR 24 Hour AAWT Screening Results 10
Table 1.3: 2028 Preferred Strategy (Typical Day) + SPR Representative Hour Screening Results 20
Table 1.4: 2028 Preferred Strategy (Typical Day) + SPR 24 Hour AAWT Screening Results 30
Table 1.5: 2028 Preferred Strategy (Busiest Day) + SPR Representative Hour Screening Results 40
Table 1.6: 2028 Preferred Strategy (Busiest Day) + SPR 24 Hour AAWT Screening Results 51
Table 1.7: 2028 Integrated Strategy (Typical Day) + SPR Representative Hour Screening Results 61
Table 1.8: 2028 Integrated Strategy (Typical Day) + SPR 24 Hour AAWT Screening Results 71
Table 1.9: 2028 Integrated Strategy (Busiest Day) + SPR Representative Hour Screening Results 81
Table 1.10: 2028 Integrated Strategy (Busiest Day) + SPR 24 Hour AAWT Screening Results 91
Table 1.1: Summary of Screening Representative Hour 101
Table 1.1: Summary of Screening 24 Hour AAWT 109

Plates

None provided.

Figures

None provided.

1. Traffic Link Screening

1.1 2023 Early Years + SPR

Table 1.1: 2023 Early Years + SPR Representative Hour Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	1	Sizewell Gap	694	784	13	4	48	1100	Medium
Y	2	King George's Avenue	418	582	39	3	3	0	High
Y	3	Lovers Lane (LEEIE)	348	585	68	2	70	3400	Medium
Y	4a	B1122 (S)	221	311	41	9	9	0	Medium
Y	4b	Lovers Lane	351	555	58	3	41	1267	Medium
Y	4c	B1122 (N)	503	771	53	10	49	390	High
Y	5	B1122 Abbey Road (existing level crossing)	247	336	36	11	11	0	High
Y	6	B1119 Samundham Road	263	352	34	11	11	0	High
Y	7	B1069 Coldfair Green	540	661	22	13	13	0	High
Y	8	B1122 Aldeburgh	227	254	12	5	7	40	High
Y	9a	A1094 (W)	639	770	21	25	45	80	Medium
Y	9b	Snape Road	312	349	12	10	10	0	High
Y	9c	A1094 (E)	695	832	20	22	42	91	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	10	B1122 through Theberton	503	795	58	10	49	390	Medium
N	10A	Theberton Bypass	0.1	0.1	0	0.1	0.1	0	Medium
Y	11	B1125 through Westleton	235	378	61	1	1	0	High
Y	12a	B1121 (N)	299	337	13	4	4	0	High
Y	12b	B1119 (E)	279	370	33	12	12	0	High
Y	12c	B1121 (S)	223	293	31	12	12	0	Medium
N	13a	A12 (N)	1051	1238	18	84	106	26	Low
Y	13b	B1122	334	488	46	12	57	375	Low
Y	13c	A12 (middle)	1014	1262	24	75	118	57	High
Y	13d	A1120	287	395	38	14	14	0	High
Y	13e	A12 (S)	795	994	25	62	105	69	Medium
N	14	A12 north of Darsham park and ride	1051	1202	14	84	103	23	Medium
N	15	A144 Halesworth	649	690	6	27	27	0	High
Y	16	A12 Wrentham	744	911	22	37	49	32	High
Y	17a	A12 (N)	831	1058	27	60	79	32	Medium
Y	17b	B1125	191	321	68	0.1	0.1	0	Medium
Y	17c	A12 (S)	641	737	15	60	79	32	Medium
N	18	A145 Beccles	490	505	3	46	53	15	High
N	19a	A1117 (N)	704	747	6	7	7	0	High
Y	19b	A12 (N)	1071	1067	0	2	13	550	Medium
N	19c	B1384 Stradbroke Rd	686	686	0	1	1	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	19d	A12 (S)	873	940	8	38	50	32	Low
N	19e	A1145 (W)	1080	1072	-1	32	32	0	High
N	20	A1095 Southwold	295	300	2	7	7	0	High
N	21a	B1119 (west of A12)	171	189	11	5	5	0	Medium
Y	21b	A12 (north of B1119)	823	1031	25	61	115	89	Medium
Y	21c	A12 (middle)	944	1153	22	63	117	86	Medium
N	21d	B1119 (east of A12)	282	296	5	9	9	0	High
Y	21e	A12 (south of B1119)	928	1122	21	64	119	86	Medium
Y	22a	A12 (N)	1073	1325	23	75	131	75	Very low
Y	22b	A1094	642	825	29	25	52	108	Medium
Y	22c	A12 (S) (Farnham)	1442	1777	23	79	153	94	Medium
Y	23	A12 Farnham Bend	1439	1775	23	79	155	96	Medium
N	23A	A12 Two Village Bypass	0.1	0.1	0	0.1	0.1	0	Medium
Y	24	A12 Stratford St Andrew (Low Road)	1435	1770	23	79	154	95	Medium
Y	25	A12 Little Glemham	1435	1771	23	79	155	96	Medium
Y	26	A12 Marlesford	1472	1805	23	79	155	96	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	27	A12 south of Wickham Market	1663	1920	15	79	160	103	Medium
N	28a	B1078 Wickham Market	327	367	12	14	14	0	Medium
Y	28b	B1078 Wickham Market (east of B1438)	254	296	17	16	16	0	High
N	28c	B1438 High Street, Wickham Market	207	214	3	2	2	0	High
Y	29	B1078 onslip to A12	92	125	36	6	6	0	Very low
N	30	B1116 Hatcheston	417	430	3	7	7	0	Medium
N	31	B1069 Tunstall	312	346	11	8	8	0	Medium
Y	32a	A12 (N)	1746	1987	14	88	170	93	Very low
N	32b	A1152	1440	1458	1	63	63	0	High
Y	32c	A12 (S)	2940	3200	9	145	227	57	Medium
Y	33	A12 south of Woodbridge	3469	3643	5	202	285	41	Very low
Y	34a	A12 (N)	3561	3731	5	253	336	33	Very low
N	34b	Main Road (E)	357	345	-3	0.1	0.1	0	High
Y	34c	A12 (S)	2463	2580	5	196	279	42	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	34d	A1214 Main Road (W)	1832	1885	3	67	67	0	High
N	35	A14 south of Ipswich (east of Copdock jcn)	5357	5404	1	837	897	7	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	4422	4502	2	714	784	10	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	3469	3501	1	576	593	3	Medium
N	38a	B1079 Woodbridge w/o A12	1005	1010	0	43	43	0	Medium
Y	38b	A12 Woodbridge n/o B1079	2940	3200	9	145	227	57	Medium
N	38c	B1079 Woodbridge e/o A12	911	924	1	77	77	0	High
Y	39a	A1094 (west of B1069)	786	929	18	22	42	91	Medium
Y	39b	B1069 (north of A1094)	544	685	26	14	36	157	Very low
N	39c	A1094 (east of B1069)	281	295	5	15	17	13	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	41	B1125 through Middleton	200	341	71	1	1	0	Medium
Y	42	B1125 (south of B1387)	209	343	64	0.1	0.1	0	Medium
N	43	A1120 (east of Dennington)	192	235	22	16	16	0	Low
Y	44	A1120 (west of Dennington)	348	392	13	14	14	0	High
N	45	A1120 (east of Pettaugh)	795	821	3	87	88	1	Medium
N	46	B1119 (east of Framlingham)	179	193	8	6	6	0	High
N	47	B1119 (through Framlingham)	487	503	3	16	16	0	High
N	48	B1119 (east of Saxstead Green)	291	297	2	20	20	0	High
N	49	B1078 (east of Clopton)	244	277	14	16	16	0	Medium
N	50	B1079 (west of Clopton)	670	701	5	45	45	0	Medium
N	51	B1078 (through Gibraltar)	527	561	6	45	45	0	High
N	52	B1078 (west of Coddenham)	477	506	6	45	45	0	High
Y	53a	A144 (west of A12)	392	437	11	24	24	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	53b	A12 (north of A144)	674	774	15	62	81	31	Medium
N	53c	A12 (south of A144)	1008	1155	15	84	103	23	Medium
N	55	A140 (south of B1078)	2111	2167	3	288	290	1	Medium
N	56	A140 (north of B1078)	1662	1690	2	246	247	0	Medium
N	57	Sizewell Link Road (east of A12)	0.1	0.1	0	0.1	0.1	0	Medium
Y	58	A12 (north of SLR)	784	979	25	61	104	70	Very low
Y	59	A12 (south of SLR)	784	1008	29	61	112	84	Very low
N	62	B1079 (south of Otley)	143	139	-3	0.1	0.1	0	Medium
N	63	Theberton Bypass (west of B1125)	0.1	0.1	0	0.1	0.1	0	Medium
Y	64	B1122 north of SZC access	503	795	58	10	49	390	Medium
N	65	Middleton Moor Link	0.1	0.1	0	0.1	0.1	0	Medium
Y	66	B1122 west of B1125	294	443	51	12	52	333	Medium
Y	67	Main Site Access	0.1	162	161900	0.1	0.1	0	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	68	Darsham P&R	0.1	88	87900	0.1	5	4900	Very low
Y	69	Wickham Market P&R	0.1	67	66900	0.1	3	2900	Very low
Y	70	A12 on-slip (west of WM P&R)	92	191	108	6	9	50	Very low
N	71	B1116 north of B1078	442	455	3	7	7	0	Medium
N	72	B1078 west of B1116	259	303	17	17	17	0	Medium
N	73	B1078 south of B1116	563	615	9	18	21	17	Medium
Y	74	B1122 (Middleton Moor)	334	483	45	12	52	333	Medium
Y	75	Lovers Lane	351	585	67	3	71	2267	Medium
N	76	B1069 (north of Aldringham Lane)	457	576	26	12	12	0	Medium
N	77	Aldeburgh Rd (north of Aldringham Lane)	298	337	13	2	2	0	Medium
Y	78	A12 (north of B1121)	952	1157	22	64	119	86	Medium
N	79	B1121 at Benhall	260	320	23	13	13	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	80	A1152 at Rendlesham	448	474	6	13	13	0	Medium
N	81	B1078 at Campsea Ashe	137	134	-2	0.1	0.1	0	High
N	82	B1438 Melton Hill	52	56	8	7	7	0	High
Y	83	A145 west of A12	204	239	17	31	38	23	Medium
Y	84	A12 south of B1126	679	850	25	41	53	29	Medium
Y	85	A12 south of A1095	850	1038	22	60	72	20	Very low
Y	86	A12 south of B1387	672	772	15	60	79	32	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	2982	3121	5	182	265	46	Very low
Y	88	A12 south of Foxhall Road	2508	2638	5	197	281	43	Very low
N	89	A1120 east of A140	880	914	4	124	124	0	High
Y	90	A1120 Sibton (east of Mill Hill)	273	380	39	14	14	0	High
N	91	A1152 at Eyke	560	577	3	17	17	0	High

Table 1.2: 2023 Early Years + SPR 24 Hour AAWT Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	1	Sizewell Gap	6574	7590	15	10	652	6145	Medium
Y	2	King George's Avenue	4431	5233	18	17	17	0	High
Y	3	Lovers Lane (LEEIE)	2842	4518	59	9	930	10665	Medium
N	4a	B1122 (S)	3039	3582	18	92	92	0	Medium
Y	4b	Lovers Lane	2847	4294	51	28	729	2529	Medium
Y	4c	B1122 (N)	5437	7308	34	89	790	789	High
Y	5	B1122 Abbey Road (existing level crossing)	4215	4755	13	113	113	0	High
Y	6	B1119 Samundham Road	4757	5250	10	125	125	0	High
N	7	B1069 Coldfair Green	6270	6866	9	133	131	-1	High
N	8	B1122 Aldeburgh	3279	3408	4	49	60	23	High
Y	9a	A1094 (W)	8078	8760	8	214	381	78	Medium
N	9b	Snape Road	4474	4619	3	102	102	0	High
Y	9c	A1094 (E)	8785	9525	8	215	381	78	Medium
Y	10	B1122 through Theberton	5424	7296	35	89	791	786	Medium
N	10A	Theberton Bypass	0	0	0	0	0	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	11	B1125 through Westleton	2601	3256	25	10	10	0	High
N	12a	B1121 (N)	4998	5403	8	39	39	0	High
Y	12b	B1119 (E)	4946	5444	10	135	135	0	High
N	12c	B1121 (S)	3838	4447	16	142	142	0	Medium
N	13a	A12 (N)	15245	15913	4	905	1127	25	Low
Y	13b	B1122	3836	5071	32	112	838	646	Low
Y	13c	A12 (middle)	15257	16688	9	816	1539	89	High
Y	13d	A1120	3891	4379	13	130	130	0	High
Y	13e	A12 (S)	12582	13726	9	684	1408	106	Medium
N	14	A12 north of Darsham park and ride	15244	15777	3	905	1094	21	Medium
N	15	A144 Halesworth	8491	8638	2	269	267	-1	High
Y	16	A12 Wrentham	10037	10728	7	433	563	30	High
N	17a	A12 (N)	11354	12312	8	661	853	29	Medium
Y	17b	B1125	1913	2518	32	0	0	0	Medium
N	17c	A12 (S)	9278	9629	4	661	853	29	Medium
N	18	A145 Beccles	7447	7584	2	447	513	15	High
N	19a	A1117 (N)	10489	10249	-2	107	105	-2	High
Y	19b	A12 (N)	11311	12178	8	13	143	1039	Medium
N	19c	B1384 Stradbroke Rd	8921	9005	1	10	10	0	High
Y	19d	A12 (S)	12220	12629	3	395	530	34	Low
N	19e	A1145 (W)	15241	15145	-1	316	314	-1	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	20	A1095 Southwold	4043	4059	0	67	65	-3	High
N	21a	B1119 (west of A12)	2867	2929	2	48	48	0	Medium
Y	21b	A12 (north of B1119)	12862	14120	10	680	1543	127	Medium
Y	21c	A12 (middle)	15132	16393	8	696	1560	124	Medium
N	21d	B1119 (east of A12)	4959	4821	-3	99	99	0	High
Y	21e	A12 (south of B1119)	14504	15433	6	726	1590	119	Medium
Y	22a	A12 (N)	16815	18225	8	850	1712	101	Very low
Y	22b	A1094	8116	9072	12	216	503	133	Medium
Y	22c	A12 (S) (Farnham)	21368	23336	9	924	1987	115	Medium
Y	23	A12 Farnham Bend	21358	23316	9	928	1996	115	Medium
N	23A	A12 Two Village Bypass	0	0	0	0	0	0	Medium
Y	24	A12 Stratford St Andrew (Low Road)	21338	23291	9	928	1994	115	Medium
Y	25	A12 Little Glemham	21338	23291	9	928	1994	115	Medium
Y	26	A12 Marlesford	21987	23934	9	936	2002	114	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	27	A12 south of Wickham Market	23485	24866	6	976	2069	112	Medium
N	28a	B1078 Wickham Market	5359	5842	9	143	143	0	Medium
Y	28b	B1078 Wickham Market (east of B1438)	4392	4834	10	154	154	0	High
N	28c	B1438 High Street, Wickham Market	3089	3163	2	11	11	0	High
N	29	B1078 onslip to A12	1938	2087	8	67	70	5	Very low
N	30	B1116 Hatcheston	5898	5860	-1	61	61	0	Medium
N	31	B1069 Tunstall	4414	4551	3	94	94	0	Medium
Y	32a	A12 (N)	24586	25795	5	1095	2189	100	Very low
N	32b	A1152	19754	19597	-1	821	810	-1	High
Y	32c	A12 (S)	41325	42217	2	1919	2998	56	Medium
Y	33	A12 south of Woodbridge	48192	48176	0	2449	3502	43	Very low
Y	34a	A12 (N)	50964	51307	1	2990	4043	35	Very low
N	34b	Main Road (E)	6405	6534	2	0	0	0	High
Y	34c	A12 (S)	38785	38962	0	2322	3380	46	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	34d	A1214 Main Road (W)	25965	25919	0	720	716	-1	High
N	35	A14 south of Ipswich (east of Copdock jcn)	74444	74659	0	11461	12133	6	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	63057	63278	0	9965	10799	8	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	49773	49910	0	8366	8516	2	Medium
N	38a	B1079 Woodbridge w/o A12	13464	13334	-1	497	493	-1	Medium
Y	38b	A12 Woodbridge n/o B1079	41325	42217	2	1919	2998	56	Medium
N	38c	B1079 Woodbridge e/o A12	12664	12645	0	751	741	-1	High
Y	39a	A1094 (west of B1069)	10180	10978	8	222	388	75	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	39b	B1069 (north of A1094)	6224	7055	13	140	319	127	Very low
N	39c	A1094 (east of B1069)	4315	4387	2	144	151	5	Very low
Y	41	B1125 through Middleton	2059	2707	32	10	10	0	Medium
N	42	B1125 (south of B1387)	2147	2764	29	0	0	0	Medium
N	43	A1120 (east of Dennington)	2656	2876	8	151	151	0	Low
N	44	A1120 (west of Dennington)	4629	4861	5	145	145	0	High
N	45	A1120 (east of Pettaugh)	10837	11064	2	962	964	0	Medium
N	46	B1119 (east of Framlingham)	3002	3118	4	63	63	0	High
N	47	B1119 (through Framlingham)	8118	8239	2	235	235	0	High
N	48	B1119 (east of Saxstead Green)	4725	4840	2	262	260	-1	High
N	49	B1078 (east of Clopton)	4045	4511	12	151	151	0	Medium
N	50	B1079 (west of Clopton)	9857	10522	7	508	508	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	51	B1078 (through Gibraltar)	8075	8751	8	508	508	0	High
N	52	B1078 (west of Coddenham)	6908	7079	2	504	504	0	High
N	53a	A144 (west of A12)	4880	5034	3	223	221	-1	High
N	53b	A12 (north of A144)	10010	10366	4	671	868	29	Medium
N	53c	A12 (south of A144)	14474	15001	4	901	1094	21	Medium
N	55	A140 (south of B1078)	30854	31251	1	3525	3523	0	Medium
N	56	A140 (north of B1078)	23764	23969	1	3013	3009	0	Medium
N	57	Sizewell Link Road (east of A12)	0	0	0	0	0	0	Medium
Y	58	A12 (north of SLR)	12294	13426	9	674	1397	107	Very low
Y	59	A12 (south of SLR)	12294	13632	11	674	1537	128	Very low
N	62	B1079 (south of Otley)	1776	1763	-1	0	0	0	Medium
N	63	Theberton Bypass (west of B1125)	0	0	0	0	0	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	64	B1122 north of SZC access	5424	7296	35	89	791	786	Medium
N	65	Middleton Moor Link	0	0	0	0	0	0	Medium
Y	66	B1122 west of B1125	3227	4440	38	103	804	683	Medium
Y	67	Main Site Access	0	792	792139	0	0	0	Very low
Y	68	Darsham P&R	0	282	281900	0	46	45900	Very low
Y	69	Wickham Market P&R	0	224	223900	0	42	41900	Very low
Y	70	A12 on-slip (west of WM P&R)	1939	2271	17	67	106	59	Very low
N	71	B1116 north of B1078	6228	6194	-1	65	63	-3	Medium
N	72	B1078 west of B1116	4388	4826	10	160	160	0	Medium
N	73	B1078 south of B1116	7886	8237	4	169	208	23	Medium
Y	74	B1122 (Middleton Moor)	3836	5047	32	112	814	625	Medium
Y	75	Lovers Lane	2847	4514	59	28	949	3322	Medium
N	76	B1069 (north of Aldringham Lane)	5272	5856	11	107	107	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	77	Aldeburgh Rd (north of Aldringham Lane)	4183	4361	4	22	22	0	Medium
Y	78	A12 (north of B1121)	14579	15532	7	726	1590	119	Medium
N	79	B1121 at Benhall	4047	4592	13	143	141	-1	Medium
N	80	A1152 at Rendlesham	5570	5643	1	177	173	-2	Medium
N	81	B1078 at Campsea Ashe	1769	1799	2	0	0	0	High
N	82	B1438 Melton Hill	663	727	10	75	75	0	High
Y	83	A145 west of A12	2473	2681	8	288	355	23	Medium
Y	84	A12 south of B1126	8982	9689	8	477	607	27	Medium
Y	85	A12 south of A1095	11486	12244	7	669	797	19	Very low
Y	86	A12 south of B1387	9856	10228	4	661	853	29	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	45374	45644	1	2210	3270	48	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	88	A12 south of Foxhall Road	37558	38171	2	2325	3367	45	Very low
N	89	A1120 east of A140	11755	11984	2	1315	1315	0	High
Y	90	A1120 Sibton (east of Mill Hill)	3642	4136	14	130	130	0	High
N	91	A1152 at Eyke	6806	6837	0	246	240	-2	High

1.2 2028 Preferred Strategy (Typical Day) + SPR

Table 1.3: 2028 Preferred Strategy (Typical Day) + SPR Representative Hour Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	1	Sizewell Gap	715	731	2	4	16	300	Medium
N	2	King George's Avenue	436	434	0	3	3	0	High
Y	3	Lovers Lane (LEEIE)	353	414	17	2	38	1800	Medium
Y	4a	B1122 (S)	228	544	139	9	27	200	Medium
Y	4b	Lovers Lane	357	407	14	3	28	833	Medium
Y	4c	B1122 (N)	515	875	70	11	53	382	High
Y	5	B1122 Abbey Road (existing level crossing)	256	573	124	12	29	142	High
Y	6	B1119 Samundham Road	278	331	19	11	13	18	High
Y	7	B1069 Coldfair Green	567	651	15	13	13	0	High
Y	8	B1122 Aldeburgh	234	315	35	5	7	40	High
Y	9a	A1094 (W)	664	690	4	25	45	80	Medium
Y	9b	Snape Road	324	387	19	10	10	0	High
Y	9c	A1094 (E)	720	815	13	22	42	91	Medium
Y	10	B1122 through Theberton	513	40	-92	11	0.1	-99	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	10A	Theberton Bypass	0.1	659.8462	659746	0.1	83.84615	83746	Medium
N	11	B1125 through Westleton	242	253	5	1	1	0	High
Y	12a	B1121 (N)	306	312	2	4	6	50	High
Y	12b	B1119 (E)	296	333	13	12	13	8	High
N	12c	B1121 (S)	247	265	7	13	12	-8	Medium
N	13a	A12 (N)	1082	1172.077	8	86	111.0769	29	Low
Y	13b	B1122	342	372.0769	9	12	35.07692	192	Low
N	13c	A12 (middle)	1048	1066	2	76	77	1	High
Y	13d	A1120	296	334	13	14	14	0	High
N	13e	A12 (S)	825	804	-3	63	63	0	Medium
N	14	A12 north of Darsham park and ride	1082	1332.077	23	86	99.07692	15	Medium
N	15	A144 Halesworth	670	729	9	27	27	0	High
Y	16	A12 Wrentham	776	903.0769	16	38	49.07692	29	High
N	17a	A12 (N)	858	1025.615	20	62	76.61538	24	Medium
N	17b	B1125	194	196	1	0.1	0.1	0	Medium
N	17c	A12 (S)	664	830.6154	25	62	76.61538	24	Medium
N	18	A145 Beccles	504	515.5385	2	47	50.53846	8	High
N	19a	A1117 (N)	721	763	6	2	2	0	High
Y	19b	A12 (N)	1167	1163.846	0	15	22.84615	52	Medium
N	19c	B1384 Stradbroke Rd	739	752	2	1	1	0	High
N	19d	A12 (S)	958	1016.846	6	47	54.84615	17	Low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	19e	A1145 (W)	1120	1123	0	33	33	0	High
N	20	A1095 Southwold	307	311	1	7	7	0	High
N	21a	B1119 (west of A12)	180	183	2	5	5	0	Medium
Y	21b	A12 (north of B1119)	856	914.3077	7	63	114.3077	81	Medium
Y	21c	A12 (middle)	981	1033.308	5	63	114.3077	81	Medium
N	21d	B1119 (east of A12)	302	305	1	9	9	0	High
Y	21e	A12 (south of B1119)	981	1031.308	5	65	115.3077	77	Medium
Y	22a	A12 (N)	1133	1196.077	6	75	127.0769	69	Very low
Y	22b	A1094	670	689	3	26	45	73	Medium
Y	22c	A12 (S) (Farnham)	1517	26	-98	80	2	-98	Medium
Y	23	A12 Farnham Bend	1514	21	-99	80	2	-98	Medium
Y	23A	A12 Two Village Bypass	0.1	1577.077	1576977	0.1	148.0769	147977	Medium
Y	24	A12 Stratford St Andrew (Low Road)	1511	19	-99	80	2	-98	Medium
Y	25	A12 Little Glemham	1511	1596.846	6	80	150.8462	89	Medium
Y	26	A12 Marlesford	1546	1635.615	6	80	152.6154	91	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	27	A12 south of Wickham Market	1727	1906.385	10	82	143.3846	75	Medium
N	28a	B1078 Wickham Market	363	437	20	15	14	-7	Medium
Y	28b	B1078 Wickham Market (east of B1438)	281	355	26	17	14	-18	High
Y	28c	B1438 High Street, Wickham Market	221	225	2	2	0.1	-95	High
Y	29	B1078 onslip to A12	102	112	10	6	12	100	Very low
N	30	B1116 Hatcheston	428	446	4	7	7	0	Medium
N	31	B1069 Tunstall	324	381	18	8	8	0	Medium
Y	32a	A12 (N)	1804	1977.154	10	91	151.1538	66	Very low
N	32b	A1152	1497	1485	-1	64	64	0	High
Y	32c	A12 (S)	3048	3208.923	5	148	209.9231	42	Medium
N	33	A12 south of Woodbridge	3547	3646.923	3	207	268.9231	30	Very low
N	34a	A12 (N)	3701	3800.692	3	258	317.6923	23	Very low
Y	34b	Main Road (E)	419	404	-4	0.1	4	3900	High
N	34c	A12 (S)	2598	2688.692	3	200	255.6923	28	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	34d	A1214 Main Road (W)	1837	1860	1	67	71	6	High
N	35	A14 south of Ipswich (east of Copdock jcn)	5573	5624	1	855	893	4	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	4689	4764.615	2	728	776.6154	7	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	3594	3604	0	587	591	1	Medium
N	38a	B1079 Woodbridge w/o A12	1028	1040	1	43	43	0	Medium
Y	38b	A12 Woodbridge n/o B1079	3048	3208.923	5	148	209.9231	42	Medium
N	38c	B1079 Woodbridge e/o A12	946	949	0	79	79	0	High
Y	39a	A1094 (west of B1069)	828	915	11	22	42	91	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	39b	B1069 (north of A1094)	573	677	18	15	37	147	Very low
N	39c	A1094 (east of B1069)	297	316	6	15	17	13	Very low
N	41	B1125 through Middleton	204	238	17	1	1	0	Medium
N	42	B1125 (south of B1387)	212	211	0	0.1	0.1	0	Medium
N	43	A1120 (east of Dennington)	200	213	7	16	16	0	Low
N	44	A1120 (west of Dennington)	371	383	3	16	16	0	High
N	45	A1120 (east of Pettaugh)	816	827	1	89	89	0	Medium
N	46	B1119 (east of Framlingham)	188	188	0	6	6	0	High
N	47	B1119 (through Framlingham)	505	520	3	17	17	0	High
N	48	B1119 (east of Saxstead Green)	302	307	2	20	20	0	High
N	49	B1078 (east of Clopton)	277	344	24	16	16	0	Medium
N	50	B1079 (west of Clopton)	725	795	10	46	46	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	51	B1078 (through Gibraltar)	584	652	12	46	46	0	High
Y	52	B1078 (west of Coddenham)	521	578	11	45	45	0	High
Y	53a	A144 (west of A12)	408	466	14	24	24	0	High
N	53b	A12 (north of A144)	689	859.8462	25	62	75.84615	22	Medium
N	53c	A12 (south of A144)	1037	1279.077	23	86	99.07692	15	Medium
N	55	A140 (south of B1078)	2239	2297	3	295	295	0	Medium
N	56	A140 (north of B1078)	1745	1750	0	252	252	0	Medium
Y	57	Sizewell Link Road (east of A12)	0.1	128.5385	128438	0.1	50.53846	50438	Medium
N	58	A12 (north of SLR)	813	796	-2	62	63	2	Very low
Y	59	A12 (south of SLR)	813	911.3077	12	62	114.3077	84	Very low
N	62	B1079 (south of Otley)	141	143	1	0.1	0.1	0	Medium
Y	63	Theberton Bypass (west of B1125)	0.1	475.8462	475746	0.1	84.84615	84746	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	64	B1122 north of SZC access	513	681.8462	33	11	83.84615	662	Medium
Y	65	Middleton Moor Link	0.1	355.0769	354977	0.1	35.07692	34977	Medium
Y	66	B1122 west of B1125	300	9	-97	12	0.1	-99	Medium
Y	67	Main Site Access	0.1	462.8462	462746	0.1	88.84615	88746	Very low
Y	68	Darsham P&R	0.1	291	290900	0.1	12	11900	Very low
Y	69	Wickham Market P&R	0.1	224	223900	0.1	12	11900	Very low
Y	70	A12 on-slip (west of WM P&R)	102	321	215	6	12	100	Very low
N	71	B1116 north of B1078	454	475	5	7	7	0	Medium
N	72	B1078 west of B1116	286	362	27	17	15	-12	Medium
N	73	B1078 south of B1116	589	709	20	18	22	22	Medium
Y	74	B1122 (Middleton Moor)	342	24	-93	12	0.1	-99	Medium
Y	75	Lovers Lane	357	419	17	3	40	1233	Medium
Y	76	B1069 (north of Aldringham Lane)	475	572	20	12	21	75	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51	2	9	350	Medium
Y	78	A12 (north of B1121)	1041	1091.077	5	65	116.0769	79	Medium
N	79	B1121 at Benhall	292	313	7	13	12	-8	Medium
N	80	A1152 at Rendlesham	465	492	6	14	14	0	Medium
N	81	B1078 at Campsea Ashe	145	152	5	0.1	0.1	0	High
Y	82	B1438 Melton Hill	53	67	26	7	5	-29	High
Y	83	A145 west of A12	207	236.5385	14	32	35.53846	11	Medium
Y	84	A12 south of B1126	709	840.0769	18	42	53.07692	26	Medium
Y	85	A12 south of A1095	886	1028.077	16	61	72.07692	18	Very low
Y	86	A12 south of B1387	697	859.6154	23	62	76.61538	24	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	3151	3244.692	3	186	241.6923	30	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	88	A12 south of Foxhall Road	2601	2699.462	4	201	256.4615	28	Very low
N	89	A1120 east of A140	924	936	1	127	128	1	High
Y	90	A1120 Sibton (east of Mill Hill)	282	318	13	14	14	0	High
N	91	A1152 at Eyke	576	592	3	17	17	0	High

Table 1.4: 2028 Preferred Strategy (Typical Day) + SPR 24 Hour AAWT Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	1	Sizewell Gap	6765	7173	6	10	112	972	Medium
N	2	King George's Avenue	4515	4670	3	17	17	0	High
Y	3	Lovers Lane (LEEIE)	2958	3764	27	9	279	3128	Medium
Y	4a	B1122 (S)	3197	6597	106	92	304	231	Medium
Y	4b	Lovers Lane	2968	3635	22	28	154	456	Medium
Y	4c	B1122 (N)	5581	9565	71	91	433	377	High
Y	5	B1122 Abbey Road (existing level crossing)	4414	7844	78	117	330	184	High
Y	6	B1119 Samundham Road	5131	5902	15	125	149	19	High
Y	7	B1069 Coldfair Green	6518	7548	16	133	137	3	High
Y	8	B1122 Aldeburgh	3387	4179	23	49	60	23	High
Y	9a	A1094 (W)	8402	8856	5	216	381	76	Medium
Y	9b	Snape Road	4669	5276	13	102	102	0	High
Y	9c	A1094 (E)	9085	10138	12	215	377	76	Medium
Y	10	B1122 through Theberton	5563	492	-91	91	0	-100	Medium
Y	10A	Theberton Bypass	0	8002	8001905	0	1232	1232320	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	11	B1125 through Westleton	2693	3091	15	10	10	0	High
Y	12a	B1121 (N)	5132	5343	4	43	67	56	High
Y	12b	B1119 (E)	5336	5901	11	135	151	12	High
N	12c	B1121 (S)	4172	4940	18	144	139	-4	Medium
Y	13a	A12 (N)	15820	16744	6	918	1255	37	Low
Y	13b	B1122	3964	4332	9	112	434	287	Low
N	13c	A12 (middle)	15920	15894	0	828	833	1	High
Y	13d	A1120	4111	4713	15	134	138	3	High
N	13e	A12 (S)	13097	12439	-5	688	691	0	Medium
N	14	A12 north of Darsham park and ride	15819	18331	16	918	1103	20	Medium
N	15	A144 Halesworth	8796	9494	8	271	269	-1	High
Y	16	A12 Wrentham	10620	11851	12	441	594	35	High
N	17a	A12 (N)	11772	13608	16	673	865	28	Medium
N	17b	B1125	1940	2196	13	0	0	0	Medium
N	17c	A12 (S)	9661	11233	16	673	865	28	Medium
N	18	A145 Beccles	7294	7584	4	451	486	8	High
N	19a	A1117 (N)	10286	10692	4	19	24	29	High
Y	19b	A12 (N)	15091	15164	0	213	291	36	Medium
N	19c	B1384 Stradbroke Rd	9964	10043	1	10	11	20	High
N	19d	A12 (S)	13517	14044	4	521	601	15	Low
N	19e	A1145 (W)	17000	17041	0	318	318	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	20	A1095 Southwold	4213	4262	1	73	73	0	High
N	21a	B1119 (west of A12)	3051	3123	2	48	48	0	Medium
Y	21b	A12 (north of B1119)	13471	14213	6	692	1521	120	Medium
Y	21c	A12 (middle)	15918	16581	4	698	1527	119	Medium
N	21d	B1119 (east of A12)	5266	5057	-4	99	99	0	High
Y	21e	A12 (south of B1119)	15531	16034	3	728	1557	114	Medium
Y	22a	A12 (N)	17748	18865	6	853	1679	97	Very low
Y	22b	A1094	8451	8867	5	220	385	75	Medium
Y	22c	A12 (S) (Farnham)	22419	298	-99	932	11	-99	Medium
Y	23	A12 Farnham Bend	22412	279	-99	939	11	-99	Medium
Y	23A	A12 Two Village Bypass	0	23593	23593045	0	1866	1866120	Medium
Y	24	A12 Stratford St Andrew (Low Road)	22389	265	-99	943	13	-99	Medium
Y	25	A12 Little Glemham	22389	23863	7	943	1890	100	Medium
Y	26	A12 Marlesford	23047	24528	6	949	1900	100	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	27	A12 south of Wickham Market	24724	26763	8	984	1754	78	Medium
N	28a	B1078 Wickham Market	5728	6748	18	149	145	-3	Medium
Y	28b	B1078 Wickham Market (east of B1438)	4585	5602	22	160	145	-9	High
Y	28c	B1438 High Street, Wickham Market	3353	3442	3	11	0	-99	High
Y	29	B1078 onslip to A12	2070	2253	9	69	137	99	Very low
N	30	B1116 Hatcheston	6064	6238	3	61	61	0	Medium
N	31	B1069 Tunstall	4612	5142	11	94	94	0	Medium
Y	32a	A12 (N)	25811	27598	7	1112	1846	66	Very low
N	32b	A1152	20142	19877	-1	827	823	0	High
Y	32c	A12 (S)	42586	43921	3	1934	2632	36	Medium
N	33	A12 south of Woodbridge	49112	49317	0	2467	3130	27	Very low
N	34a	A12 (N)	52770	53431	1	2996	3662	22	Very low
Y	34b	Main Road (E)	7316	7655	5	0	72	71900	High
N	34c	A12 (S)	40853	41233	1	2322	2923	26	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	34d	A1214 Main Road (W)	26731	26929	1	718	784	9	High
N	35	A14 south of Ipswich (east of Copdock jcn)	77716	78038	0	11540	11905	3	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	66532	66884	1	10011	10482	5	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	51567	51642	0	8419	8465	1	Medium
N	38a	B1079 Woodbridge w/o A12	14130	14162	0	499	493	-1	Medium
Y	38b	A12 Woodbridge n/o B1079	42586	43921	3	1934	2632	36	Medium
N	38c	B1079 Woodbridge e/o A12	13052	12940	-1	756	735	-3	High
Y	39a	A1094 (west of B1069)	10631	11707	10	222	384	74	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	39b	B1069 (north of A1094)	6476	7696	19	140	326	132	Very low
N	39c	A1094 (east of B1069)	4535	4768	5	142	151	7	Very low
Y	41	B1125 through Middleton	2112	2875	36	10	10	0	Medium
N	42	B1125 (south of B1387)	2197	2440	11	0	0	0	Medium
N	43	A1120 (east of Dennington)	2800	3011	8	157	157	0	Low
N	44	A1120 (west of Dennington)	4864	5076	4	151	151	0	High
N	45	A1120 (east of Pettaugh)	11322	11569	2	975	973	0	Medium
N	46	B1119 (east of Framlingham)	3237	3330	3	65	63	-3	High
N	47	B1119 (through Framlingham)	8502	8730	3	239	237	-1	High
N	48	B1119 (east of Saxstead Green)	4997	5155	3	266	264	-1	High
N	49	B1078 (east of Clopton)	4290	5271	23	153	151	-1	Medium
N	50	B1079 (west of Clopton)	10642	11653	10	516	510	-1	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	51	B1078 (through Gibraltar)	8830	9825	11	516	510	-1	High
N	52	B1078 (west of Coddenham)	7502	8156	9	506	506	0	High
Y	53a	A144 (west of A12)	5012	5721	14	223	221	-1	High
N	53b	A12 (north of A144)	10259	11907	16	682	873	28	Medium
N	53c	A12 (south of A144)	14999	17463	16	916	1103	20	Medium
N	55	A140 (south of B1078)	32859	33806	3	3571	3563	0	Medium
N	56	A140 (north of B1078)	25113	25398	1	3057	3048	0	Medium
Y	57	Sizewell Link Road (east of A12)	0	2001	2000932	0	825	825310	Medium
N	58	A12 (north of SLR)	12800	12297	-4	686	691	1	Very low
Y	59	A12 (south of SLR)	12800	14133	10	686	1515	121	Very low
N	62	B1079 (south of Otley)	1818	1825	0	0	0	0	Medium
Y	63	Theberton Bypass (west of B1125)	0	5983	5983162	0	1253	1253330	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	64	B1122 north of SZC access	5563	8223	48	91	1234	1253	Medium
Y	65	Middleton Moor Link	0	4118	4118004	0	432	432213	Medium
Y	66	B1122 west of B1125	3313	117	-96	106	0	-100	Medium
Y	67	Main Site Access	0	5332	5332205	0	1272	1272338	Very low
Y	68	Darsham P&R	0	2563	2562448	0	152	151900	Very low
Y	69	Wickham Market P&R	0	2261	2260565	0	152	151900	Very low
Y	70	A12 on-slip (west of WM P&R)	2071	4536	119	69	137	99	Very low
N	71	B1116 north of B1078	6406	6590	3	63	63	0	Medium
N	72	B1078 west of B1116	4571	5601	23	168	155	-8	Medium
Y	73	B1078 south of B1116	8083	9592	19	169	240	42	Medium
Y	74	B1122 (Middleton Moor)	3964	346	-91	112	4	-97	Medium
Y	75	Lovers Lane	2968	3775	27	28	294	960	Medium
Y	76	B1069 (north of Aldringham Lane)	5450	6535	20	109	208	90	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	77	Aldeburgh Rd (north of Aldringham Lane)	4259	5707	34	22	115	414	Medium
Y	78	A12 (north of B1121)	15963	16444	3	728	1557	114	Medium
N	79	B1121 at Benhall	4568	5327	17	143	135	-5	Medium
N	80	A1152 at Rendlesham	5577	5940	7	177	175	-1	Medium
N	81	B1078 at Campsea Ashe	2032	1984	-2	0	0	0	High
Y	82	B1438 Melton Hill	751	953	27	75	64	-15	High
Y	83	A145 west of A12	2528	2994	18	292	331	13	Medium
Y	84	A12 south of B1126	9509	10775	13	483	636	32	Medium
Y	85	A12 south of A1095	12112	13506	12	682	836	23	Very low
Y	86	A12 south of B1387	10297	11836	15	675	867	28	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	48145	48553	1	2214	2811	27	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	88	A12 south of Foxhall Road	39306	39867	1	2313	2922	26	Very low
N	89	A1120 east of A140	12546	12816	2	1338	1340	0	High
Y	90	A1120 Sibton (east of Mill Hill)	3860	4429	15	132	136	3	High
N	91	A1152 at Eyke	6860	7081	3	244	240	-2	High

1.3 2028 Preferred Strategy (Busiest Day) + SPR

Table 1.5: 2028 Preferred Strategy (Busiest Day) + SPR Representative Hour Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	1	Sizewell Gap	715	731	2	4	16	300	Medium
N	2	King George's Avenue	436	433	-1	3	3	0	High
Y	3	Lovers Lane (LEEIE)	353	414	17	2	38	1800	Medium
Y	4a	B1122 (S)	228	544	139	9	27	200	Medium
Y	4b	Lovers Lane	357	407	14	3	28	833	Medium
Y	4c	B1122 (N)	515	875	70	11	53	382	High
Y	5	B1122 Abbey Road (existing level crossing)	256	572	123	12	29	142	High
Y	6	B1119 Samundham Road	278	331	19	11	13	18	High
Y	7	B1069 Coldfair Green	567	651	15	13	13	0	High
Y	8	B1122 Aldeburgh	234	314	34	5	7	40	High
Y	9a	A1094 (W)	664	687	3	25	45	80	Medium
Y	9b	Snape Road	324	387	19	10	10	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	9c	A1094 (E)	720	811	13	22	42	91	Medium
Y	10	B1122 through Theberton	513	61	-88	11	0.1	-99	Medium
Y	10A	Theberton Bypass	0.1	650.7	650600	0.1	95.7	95600	Medium
N	11	B1125 through Westleton	242	253	5	1	1	0	High
Y	12a	B1121 (N)	306	312	2	4	6	50	High
Y	12b	B1119 (E)	296	332	12	12	13	8	High
N	12c	B1121 (S)	247	264	7	13	12	-8	Medium
Y	13a	A12 (N)	1082	1165.9	8	86	112.9	31	Low
Y	13b	B1122	342	373.9	9	12	36.9	208	Low
N	13c	A12 (middle)	1048	1058	1	76	77	1	High
Y	13d	A1120	296	334	13	14	14	0	High
N	13e	A12 (S)	825	795	-4	63	63	0	Medium
N	14	A12 north of Darsham park and ride	1082	1326.6	23	86	101.6	18	Medium
N	15	A144 Halesworth	670	729	9	27	27	0	High
Y	16	A12 Wrentham	776	898.2	16	38	50.2	32	High
N	17a	A12 (N)	858	1017.9	19	62	76.9	24	Medium
N	17b	B1125	194	196	1	0.1	0.1	0	Medium
N	17c	A12 (S)	664	821.9	24	62	76.9	24	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	18	A145 Beccles	504	518.1	3	47	51.1	9	High
N	19a	A1117 (N)	721	759	5	2	2	0	High
Y	19b	A12 (N)	1167	1165.6	0	15	24.6	64	Medium
N	19c	B1384 Stradbroke Rd	739	752	2	1	1	0	High
N	19d	A12 (S)	958	1011.6	6	47	56.6	20	Low
N	19e	A1145 (W)	1120	1120	0	33	33	0	High
N	20	A1095 Southwold	307	311	1	7	7	0	High
N	21a	B1119 (west of A12)	180	183	2	5	5	0	Medium
Y	21b	A12 (north of B1119)	856	914.2	7	63	124.2	97	Medium
Y	21c	A12 (middle)	981	1034.2	5	63	124.2	97	Medium
N	21d	B1119 (east of A12)	302	305	1	9	9	0	High
Y	21e	A12 (south of B1119)	981	1031.9	5	65	125.9	94	Medium
Y	22a	A12 (N)	1133	1195.9	6	75	136.9	83	Very low
Y	22b	A1094	670	687	3	26	45	73	Medium
Y	22c	A12 (S) (Farnham)	1517	26	-98	80	2	-98	Medium
Y	23	A12 Farnham Bend	1514	21	-99	80	2	-98	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	23A	A12 Two Village Bypass	0.1	1574.6	1574500	0.1	158.6	158500	Medium
Y	24	A12 Stratford St Andrew (Low Road)	1511	19	-99	80	2	-98	Medium
Y	25	A12 Little Glemham	1511	1594.3	6	80	161.3	102	Medium
Y	26	A12 Marlesford	1546	1634	6	80	163	104	Medium
Y	27	A12 south of Wickham Market	1727	1887.8	9	82	155.8	90	Medium
N	28a	B1078 Wickham Market	363	440	21	15	14	-7	Medium
Y	28b	B1078 Wickham Market (east of B1438)	281	358	27	17	14	-18	High
Y	28c	B1438 High Street, Wickham Market	221	225	2	2	0.1	-95	High
Y	29	B1078 onslip to A12	102	114	12	6	12	100	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	30	B1116 Hatcheston	428	441	3	7	7	0	Medium
N	31	B1069 Tunstall	324	381	18	8	8	0	Medium
Y	32a	A12 (N)	1804	1956.8	8	91	162.8	79	Very low
N	32b	A1152	1497	1477	-1	64	64	0	High
Y	32c	A12 (S)	3048	3183.2	4	148	222.2	50	Medium
Y	33	A12 south of Woodbridge	3547	3609.5	2	207	280.5	36	Very low
N	34a	A12 (N)	3701	3796.9	3	258	329.9	28	Very low
Y	34b	Main Road (E)	419	404	-4	0.1	4	3900	High
Y	34c	A12 (S)	2598	2691.9	4	200	267.9	34	Medium
N	34d	A1214 Main Road (W)	1837	1857	1	67	71	6	High
N	35	A14 south of Ipswich (east of Copdock jcn)	5573	5620.3	1	855	900.3	5	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	4689	4777.3	2	728	786.3	8	Medium
N	37	A14 Felixstowe branch (east	3594	3605	0	587	591	1	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
		of Seven Hills jcn)							
N	38a	B1079 Woodbridge w/o A12	1028	1036	1	43	43	0	Medium
Y	38b	A12 Woodbridge n/o B1079	3048	3183.2	4	148	222.2	50	Medium
N	38c	B1079 Woodbridge e/o A12	946	944	0	79	79	0	High
Y	39a	A1094 (west of B1069)	828	913	10	22	42	91	Medium
Y	39b	B1069 (north of A1094)	573	676	18	15	37	147	Very low
N	39c	A1094 (east of B1069)	297	315	6	15	17	13	Very low
N	41	B1125 through Middleton	204	238	17	1	1	0	Medium
N	42	B1125 (south of B1387)	212	211	0	0.1	0.1	0	Medium
N	43	A1120 (east of Dennington)	200	214	7	16	16	0	Low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	44	A1120 (west of Dennington)	371	386	4	16	16	0	High
N	45	A1120 (east of Pettaugh)	816	829	2	89	89	0	Medium
N	46	B1119 (east of Framlingham)	188	188	0	6	6	0	High
N	47	B1119 (through Framlingham)	505	518	3	17	17	0	High
N	48	B1119 (east of Saxstead Green)	302	308	2	20	20	0	High
N	49	B1078 (east of Clopton)	277	347	25	16	16	0	Medium
N	50	B1079 (west of Clopton)	725	797	10	46	46	0	Medium
Y	51	B1078 (through Gibraltar)	584	655	12	46	46	0	High
Y	52	B1078 (west of Coddenham)	521	579	11	45	45	0	High
Y	53a	A144 (west of A12)	408	466	14	24	24	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	53b	A12 (north of A144)	689	852.6	24	62	77.6	25	Medium
N	53c	A12 (south of A144)	1037	1272.6	23	86	101.6	18	Medium
N	55	A140 (south of B1078)	2239	2307	3	295	295	0	Medium
N	56	A140 (north of B1078)	1745	1759	1	252	252	0	Medium
Y	57	Sizewell Link Road (east of A12)	0.1	137.8	137700	0.1	59.8	59700	Medium
N	58	A12 (north of SLR)	813	787	-3	62	63	2	Very low
Y	59	A12 (south of SLR)	813	911.5	12	62	123.5	99	Very low
N	62	B1079 (south of Otley)	141	142	1	0.1	0.1	0	Medium
Y	63	Theberton Bypass (west of B1125)	0.1	488.4	488300	0.1	97.4	97300	Medium
Y	64	B1122 north of SZC access	513	692.3	35	11	94.3	757	Medium
Y	65	Middleton Moor Link	0.1	357.6	357500	0.1	37.6	37500	Medium
Y	66	B1122 west of B1125	300	9	-97	12	0.1	-99	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	67	Main Site Access	0.1	473	472900	0.1	100	99900	Very low
Y	68	Darsham P&R	0.1	291	290900	0.1	12	11900	Very low
Y	69	Wickham Market P&R	0.1	217	216900	0.1	12	11900	Very low
Y	70	A12 on-slip (west of WM P&R)	102	316	210	6	12	100	Very low
N	71	B1116 north of B1078	454	469	3	7	7	0	Medium
N	72	B1078 west of B1116	286	365	28	17	15	-12	Medium
N	73	B1078 south of B1116	589	696	18	18	22	22	Medium
Y	74	B1122 (Middleton Moor)	342	24	-93	12	0.1	-99	Medium
Y	75	Lovers Lane	357	419	17	3	40	1233	Medium
Y	76	B1069 (north of Aldringham Lane)	475	571	20	12	21	75	Medium
Y	77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51	2	9	350	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	78	A12 (north of B1121)	1041	1090.9	5	65	125.9	94	Medium
N	79	B1121 at Benhall	292	313	7	13	12	-8	Medium
N	80	A1152 at Rendlesham	465	491	6	14	14	0	Medium
N	81	B1078 at Campsea Ashe	145	152	5	0.1	0.1	0	High
Y	82	B1438 Melton Hill	53	68	28	7	5	-29	High
Y	83	A145 west of A12	207	234.4	13	32	35.4	11	Medium
Y	84	A12 south of B1126	709	834.2	18	42	54.2	29	Medium
Y	85	A12 south of A1095	886	1023.2	15	61	73.2	20	Very low
Y	86	A12 south of B1387	697	851.9	22	62	76.9	24	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	3151	3245.9	3	186	253.9	37	Very low
Y	88	A12 south of Foxhall Road	2601	2703.6	4	201	268.6	34	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	89	A1120 east of A140	924	938	2	127	128	1	High
Y	90	A1120 Sibton (east of Mill Hill)	282	318	13	14	14	0	High
N	91	A1152 at Eyke	576	590	2	17	17	0	High

Table 1.6: 2028 Preferred Strategy (Busiest Day) + SPR 24 Hour AAWT Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	1	Sizewell Gap	6765	7173	6	10	112	972	Medium
N	2	King George's Avenue	4515	4678	4	17	17	0	High
Y	3	Lovers Lane (LEEIE)	2958	3752	27	9	279	3128	Medium
Y	4a	B1122 (S)	3197	6599	106	92	304	231	Medium
Y	4b	Lovers Lane	2968	3622	22	28	154	456	Medium
Y	4c	B1122 (N)	5581	9555	71	91	433	377	High
Y	5	B1122 Abbey Road (existing level crossing)	4414	7844	78	117	330	184	High
Y	6	B1119 Samundham Road	5131	5921	15	125	149	19	High
Y	7	B1069 Coldfair Green	6518	7543	16	133	137	3	High
Y	8	B1122 Aldeburgh	3387	4177	23	49	60	23	High
Y	9a	A1094 (W)	8402	8841	5	216	381	76	Medium
Y	9b	Snape Road	4669	5285	13	102	102	0	High
Y	9c	A1094 (E)	9085	10122	11	215	377	76	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	10	B1122 through Theberton	5563	576	-90	91	0	-100	Medium
Y	10A	Theberton Bypass	0	8107	8107378	0	1432	1432320	Medium
Y	11	B1125 through Westleton	2693	3091	15	10	10	0	High
Y	12a	B1121 (N)	5132	5390	5	43	67	56	High
Y	12b	B1119 (E)	5336	5919	11	135	151	12	High
N	12c	B1121 (S)	4172	4921	18	144	139	-4	Medium
Y	13a	A12 (N)	15820	16736	6	918	1284	40	Low
Y	13b	B1122	3964	4364	10	112	464	313	Low
N	13c	A12 (middle)	15920	15861	0	828	833	1	High
Y	13d	A1120	4111	4772	16	134	138	3	High
N	13e	A12 (S)	13097	12324	-6	688	691	0	Medium
N	14	A12 north of Darsham park and ride	15819	18323	16	918	1133	23	Medium
N	15	A144 Halesworth	8796	9492	8	271	269	-1	High
Y	16	A12 Wrentham	10620	11849	12	441	613	39	High
Y	17a	A12 (N)	11772	13604	16	673	894	33	Medium
N	17b	B1125	1940	2196	13	0	0	0	Medium
Y	17c	A12 (S)	9661	11234	16	673	894	33	Medium
N	18	A145 Beccles	7294	7597	4	451	496	10	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	19a	A1117 (N)	10286	10679	4	19	24	29	High
Y	19b	A12 (N)	15091	15166	1	213	310	45	Medium
N	19c	B1384 Stradbroke Rd	9964	10045	1	10	11	20	High
N	19d	A12 (S)	13517	14040	4	521	621	19	Low
N	19e	A1145 (W)	17000	17028	0	318	318	0	High
N	20	A1095 Southwold	4213	4262	1	73	73	0	High
N	21a	B1119 (west of A12)	3051	3142	3	48	48	0	Medium
Y	21b	A12 (north of B1119)	13471	14277	6	692	1692	144	Medium
Y	21c	A12 (middle)	15918	16670	5	698	1698	143	Medium
N	21d	B1119 (east of A12)	5266	5088	-3	99	99	0	High
Y	21e	A12 (south of B1119)	15531	16075	4	728	1728	137	Medium
Y	22a	A12 (N)	17748	18875	6	853	1850	117	Very low
Y	22b	A1094	8451	8849	5	220	385	75	Medium
Y	22c	A12 (S) (Farnham)	22419	298	-99	932	11	-99	Medium
Y	23	A12 Farnham Bend	22412	279	-99	939	11	-99	Medium
Y	23A	A12 Two Village Bypass	0	23584	23583677	0	2037	2036504	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	24	A12 Stratford St Andrew (Low Road)	22389	265	-99	943	13	-99	Medium
Y	25	A12 Little Glemham	22389	23860	7	943	2060	119	Medium
Y	26	A12 Marlesford	23047	24527	6	949	2071	118	Medium
Y	27	A12 south of Wickham Market	24724	26690	8	984	1925	96	Medium
N	28a	B1078 Wickham Market	5728	6781	18	149	145	-3	Medium
Y	28b	B1078 Wickham Market (east of B1438)	4585	5603	22	160	145	-9	High
Y	28c	B1438 High Street, Wickham Market	3353	3465	3	11	0	-99	High
Y	29	B1078 onslip to A12	2070	2255	9	69	137	99	Very low
N	30	B1116 Hatcheston	6064	6222	3	61	61	0	Medium
N	31	B1069 Tunstall	4612	5150	12	94	94	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	32a	A12 (N)	25811	27483	6	1112	2016	81	Very low
N	32b	A1152	20142	19819	-2	827	823	0	High
Y	32c	A12 (S)	42586	43736	3	1934	2802	45	Medium
Y	33	A12 south of Woodbridge	49112	48987	0	2467	3301	34	Very low
N	34a	A12 (N)	52770	53236	1	2996	3829	28	Very low
Y	34b	Main Road (E)	7316	7680	5	0	72	71900	High
Y	34c	A12 (S)	40853	41097	1	2322	3091	33	Medium
N	34d	A1214 Main Road (W)	26731	27029	1	718	782	9	High
N	35	A14 south of Ipswich (east of Copdock jcn)	77716	78065	0	11540	12019	4	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	66532	66911	1	10011	10614	6	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	51567	51642	0	8419	8478	1	Medium
N	38a	B1079 Woodbridge w/o A12	14130	14120	0	499	493	-1	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	38b	A12 Woodbridge n/o B1079	42586	43736	3	1934	2802	45	Medium
N	38c	B1079 Woodbridge e/o A12	13052	12879	-1	756	735	-3	High
Y	39a	A1094 (west of B1069)	10631	11697	10	222	384	74	Medium
Y	39b	B1069 (north of A1094)	6476	7689	19	140	326	132	Very low
N	39c	A1094 (east of B1069)	4535	4764	5	142	151	7	Very low
Y	41	B1125 through Middleton	2112	2871	36	10	10	0	Medium
N	42	B1125 (south of B1387)	2197	2440	11	0	0	0	Medium
N	43	A1120 (east of Dennington)	2800	3082	10	157	157	0	Low
N	44	A1120 (west of Dennington)	4864	5146	6	151	151	0	High
N	45	A1120 (east of Pettaugh)	11322	11703	3	975	973	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	46	B1119 (east of Framlingham)	3237	3355	4	65	63	-3	High
N	47	B1119 (through Framlingham)	8502	8757	3	239	237	-1	High
N	48	B1119 (east of Saxstead Green)	4997	5188	4	266	264	-1	High
N	49	B1078 (east of Clopton)	4290	5292	23	153	151	-1	Medium
N	50	B1079 (west of Clopton)	10642	11674	10	516	510	-1	Medium
Y	51	B1078 (through Gibraltar)	8830	9844	11	516	510	-1	High
N	52	B1078 (west of Coddenham)	7502	8184	9	506	506	0	High
Y	53a	A144 (west of A12)	5012	5717	14	223	221	-1	High
Y	53b	A12 (north of A144)	10259	11905	16	682	903	32	Medium
N	53c	A12 (south of A144)	14999	17451	16	916	1133	24	Medium
N	55	A140 (south of B1078)	32859	33973	3	3571	3563	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	56	A140 (north of B1078)	25113	25534	2	3057	3048	0	Medium
Y	57	Sizewell Link Road (east of A12)	0	2151	2150827	0	996	995694	Medium
N	58	A12 (north of SLR)	12800	12176	-5	686	689	0	Very low
Y	59	A12 (south of SLR)	12800	14167	11	686	1686	146	Very low
N	62	B1079 (south of Otley)	1818	1825	0	0	0	0	Medium
Y	63	Theberton Bypass (west of B1125)	0	6164	6163882	0	1453	1453330	Medium
Y	64	B1122 north of SZC access	5563	8411	51	91	1434	1473	Medium
Y	65	Middleton Moor Link	0	4146	4145709	0	462	461828	Medium
Y	66	B1122 west of B1125	3313	117	-96	106	0	-100	Medium
Y	67	Main Site Access	0	5530	5530248	0	1472	1472338	Very low
Y	68	Darsham P&R	0	2563	2562448	0	152	151900	Very low
Y	69	Wickham Market P&R	0	2246	2245839	0	152	151900	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	70	A12 on-slip (west of WM P&R)	2071	4522	118	69	137	99	Very low
N	71	B1116 north of B1078	6406	6571	3	63	63	0	Medium
N	72	B1078 west of B1116	4571	5603	23	168	155	-8	Medium
Y	73	B1078 south of B1116	8083	9557	18	169	240	42	Medium
Y	74	B1122 (Middleton Moor)	3964	344	-91	112	4	-97	Medium
Y	75	Lovers Lane	2968	3762	27	28	294	960	Medium
Y	76	B1069 (north of Aldringham Lane)	5450	6531	20	109	208	90	Medium
Y	77	Aldeburgh Rd (north of Aldringham Lane)	4259	5707	34	22	115	414	Medium
Y	78	A12 (north of B1121)	15963	16470	3	728	1728	137	Medium
N	79	B1121 at Benhall	4568	5311	16	143	135	-5	Medium
N	80	A1152 at Rendlesham	5577	5946	7	177	175	-1	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	81	B1078 at Campsea Ashe	2032	1976	-3	0	0	0	High
Y	82	B1438 Melton Hill	751	988	31	75	64	-15	High
Y	83	A145 west of A12	2528	2993	18	292	342	17	Medium
Y	84	A12 south of B1126	9509	10773	13	483	655	36	Medium
Y	85	A12 south of A1095	12112	13503	11	682	856	26	Very low
Y	86	A12 south of B1387	10297	11840	15	675	897	33	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	48145	48409	1	2214	2981	35	Very low
Y	88	A12 south of Foxhall Road	39306	39841	1	2313	3082	33	Very low
N	89	A1120 east of A140	12546	12949	3	1338	1340	0	High
Y	90	A1120 Sibton (east of Mill Hill)	3860	4502	17	132	136	3	High
N	91	A1152 at Eyke	6860	7084	3	244	240	-2	High

1.4 2028 Integrated Strategy (Typical Day) + SPR

Table 1.7: 2028 Integrated Strategy (Typical Day) + SPR Representative Hour Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	1	Sizewell Gap	715	731	2	4	16	300	Medium
N	2	King George's Avenue	436	434	0	3	3	0	High
Y	3	Lovers Lane (LEEIE)	353	414	17	2	38	1800	Medium
Y	4a	B1122 (S)	228	544	139	9	27	200	Medium
Y	4b	Lovers Lane	357	407	14	3	28	833	Medium
Y	4c	B1122 (N)	515	875	70	11	53	382	High
Y	5	B1122 Abbey Road (existing level crossing)	256	573	124	12	29	142	High
Y	6	B1119 Samundham Road	278	331	19	11	13	18	High
Y	7	B1069 Coldfair Green	567	651	15	13	13	0	High
Y	8	B1122 Aldeburgh	234	315	35	5	7	40	High
Y	9a	A1094 (W)	664	690	4	25	45	80	Medium
Y	9b	Snape Road	324	387	19	10	10	0	High
Y	9c	A1094 (E)	720	815	13	22	42	91	Medium
Y	10	B1122 through Theberton	513	40	-92	11	0.1	-99	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	10A	Theberton Bypass	0.1	667	666900	0.1	91	90900	Medium
N	11	B1125 through Westleton	242	253	5	1	1	0	High
Y	12a	B1121 (N)	306	312	2	4	6	50	High
Y	12b	B1119 (E)	296	333	13	12	13	8	High
N	12c	B1121 (S)	247	265	7	13	12	-8	Medium
Y	13a	A12 (N)	1082	1173	8	86	112	30	Low
Y	13b	B1122	342	373	9	12	36	200	Low
N	13c	A12 (middle)	1048	1066	2	76	77	1	High
Y	13d	A1120	296	334	13	14	14	0	High
N	13e	A12 (S)	825	804	-3	63	63	0	Medium
N	14	A12 north of Darsham park and ride	1082	1333	23	86	100	16	Medium
N	15	A144 Halesworth	670	729	9	27	27	0	High
Y	16	A12 Wrentham	776	904	16	38	50	32	High
N	17a	A12 (N)	858	1027	20	62	78	26	Medium
N	17b	B1125	194	196	1	0.1	0.1	0	Medium
N	17c	A12 (S)	664	832	25	62	78	26	Medium
N	18	A145 Beccles	504	516	2	47	51	9	High
N	19a	A1117 (N)	721	763	6	2	2	0	High
Y	19b	A12 (N)	1167	1165	0	15	24	60	Medium
N	19c	B1384 Stradbroke Rd	739	752	2	1	1	0	High
N	19d	A12 (S)	958	1018	6	47	56	19	Low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	19e	A1145 (W)	1120	1123	0	33	33	0	High
N	20	A1095 Southwold	307	311	1	7	7	0	High
N	21a	B1119 (west of A12)	180	183	2	5	5	0	Medium
Y	21b	A12 (north of B1119)	856	921	8	63	121	92	Medium
Y	21c	A12 (middle)	981	1040	6	63	121	92	Medium
N	21d	B1119 (east of A12)	302	305	1	9	9	0	High
Y	21e	A12 (south of B1119)	981	1038	6	65	122	88	Medium
Y	22a	A12 (N)	1133	1203	6	75	134	79	Very low
Y	22b	A1094	670	689	3	26	45	73	Medium
Y	22c	A12 (S) (Farnham)	1517	26	-98	80	2	-98	Medium
Y	23	A12 Farnham Bend	1514	21	-99	80	2	-98	Medium
Y	23A	A12 Two Village Bypass	0.1	1584	1583900	0.1	155	154900	Medium
Y	24	A12 Stratford St Andrew (Low Road)	1511	19	-99	80	2	-98	Medium
Y	25	A12 Little Glemham	1511	1604	6	80	158	98	Medium
Y	26	A12 Marlesford	1546	1643	6	80	160	100	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	27	A12 south of Wickham Market	1727	1914	11	82	151	84	Medium
N	28a	B1078 Wickham Market	363	437	20	15	14	-7	Medium
Y	28b	B1078 Wickham Market (east of B1438)	281	355	26	17	14	-18	High
Y	28c	B1438 High Street, Wickham Market	221	225	2	2	0.1	-95	High
Y	29	B1078 onslip to A12	102	112	10	6	12	100	Very low
N	30	B1116 Hatcheston	428	446	4	7	7	0	Medium
N	31	B1069 Tunstall	324	381	18	8	8	0	Medium
Y	32a	A12 (N)	1804	1985	10	91	159	75	Very low
N	32b	A1152	1497	1485	-1	64	64	0	High
Y	32c	A12 (S)	3048	3217	6	148	218	47	Medium
Y	33	A12 south of Woodbridge	3547	3655	3	207	277	34	Very low
N	34a	A12 (N)	3701	3809	3	258	326	26	Very low
Y	34b	Main Road (E)	419	404	-4	0.1	4	3900	High
Y	34c	A12 (S)	2598	2697	4	200	264	32	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	34d	A1214 Main Road (W)	1837	1860	1	67	71	6	High
N	35	A14 south of Ipswich (east of Copdock jcn)	5573	5630	1	855	899	5	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	4689	4772	2	728	784	8	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	3594	3604	0	587	591	1	Medium
N	38a	B1079 Woodbridge w/o A12	1028	1040	1	43	43	0	Medium
Y	38b	A12 Woodbridge n/o B1079	3048	3217	6	148	218	47	Medium
N	38c	B1079 Woodbridge e/o A12	946	949	0	79	79	0	High
Y	39a	A1094 (west of B1069)	828	915	11	22	42	91	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	39b	B1069 (north of A1094)	573	677	18	15	37	147	Very low
N	39c	A1094 (east of B1069)	297	316	6	15	17	13	Very low
N	41	B1125 through Middleton	204	238	17	1	1	0	Medium
N	42	B1125 (south of B1387)	212	211	0	0.1	0.1	0	Medium
N	43	A1120 (east of Dennington)	200	213	7	16	16	0	Low
N	44	A1120 (west of Dennington)	371	383	3	16	16	0	High
N	45	A1120 (east of Pettaugh)	816	827	1	89	89	0	Medium
N	46	B1119 (east of Framlingham)	188	188	0	6	6	0	High
N	47	B1119 (through Framlingham)	505	520	3	17	17	0	High
N	48	B1119 (east of Saxstead Green)	302	307	2	20	20	0	High
N	49	B1078 (east of Clopton)	277	344	24	16	16	0	Medium
N	50	B1079 (west of Clopton)	725	795	10	46	46	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	51	B1078 (through Gibraltar)	584	652	12	46	46	0	High
Y	52	B1078 (west of Coddenham)	521	578	11	45	45	0	High
Y	53a	A144 (west of A12)	408	466	14	24	24	0	High
N	53b	A12 (north of A144)	689	861	25	62	77	24	Medium
N	53c	A12 (south of A144)	1037	1280	23	86	100	16	Medium
N	55	A140 (south of B1078)	2239	2297	3	295	295	0	Medium
N	56	A140 (north of B1078)	1745	1750	0	252	252	0	Medium
Y	57	Sizewell Link Road (east of A12)	0.1	135	134900	0.1	57	56900	Medium
N	58	A12 (north of SLR)	813	796	-2	62	63	2	Very low
Y	59	A12 (south of SLR)	813	918	13	62	121	95	Very low
N	62	B1079 (south of Otley)	141	143	1	0.1	0.1	0	Medium
Y	63	Theberton Bypass (west of B1125)	0.1	483	482900	0.1	92	91900	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	64	B1122 north of SZC access	513	689	34	11	91	727	Medium
Y	65	Middleton Moor Link	0.1	356	355900	0.1	36	35900	Medium
Y	66	B1122 west of B1125	300	9	-97	12	0.1	-99	Medium
Y	67	Main Site Access	0.1	470	469900	0.1	96	95900	Very low
Y	68	Darsham P&R	0.1	291	290900	0.1	12	11900	Very low
Y	69	Wickham Market P&R	0.1	224	223900	0.1	12	11900	Very low
Y	70	A12 on-slip (west of WM P&R)	102	321	215	6	12	100	Very low
N	71	B1116 north of B1078	454	475	5	7	7	0	Medium
N	72	B1078 west of B1116	286	362	27	17	15	-12	Medium
N	73	B1078 south of B1116	589	709	20	18	22	22	Medium
Y	74	B1122 (Middleton Moor)	342	24	-93	12	0.1	-99	Medium
Y	75	Lovers Lane	357	419	17	3	40	1233	Medium
Y	76	B1069 (north of Aldringham Lane)	475	572	20	12	21	75	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51	2	9	350	Medium
Y	78	A12 (north of B1121)	1041	1098	5	65	123	89	Medium
N	79	B1121 at Benhall	292	313	7	13	12	-8	Medium
N	80	A1152 at Rendlesham	465	492	6	14	14	0	Medium
N	81	B1078 at Campsea Ashe	145	152	5	0.1	0.1	0	High
Y	82	B1438 Melton Hill	53	67	26	7	5	-29	High
Y	83	A145 west of A12	207	237	14	32	36	13	Medium
Y	84	A12 south of B1126	709	841	19	42	54	29	Medium
Y	85	A12 south of A1095	886	1029	16	61	73	20	Very low
Y	86	A12 south of B1387	697	861	24	62	78	26	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	3151	3253	3	186	250	34	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	88	A12 south of Foxhall Road	2601	2708	4	201	265	32	Very low
N	89	A1120 east of A140	924	936	1	127	128	1	High
Y	90	A1120 Sibton (east of Mill Hill)	282	318	13	14	14	0	High
N	91	A1152 at Eyke	576	592	3	17	17	0	High

Table 1.8: 2028 Integrated Strategy (Typical Day) + SPR 24 Hour AAWT Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	1	Sizewell Gap	6765	7173	6	10	112	972	Medium
N	2	King George's Avenue	4515	4670	3	17	17	0	High
Y	3	Lovers Lane (LEEIE)	2958	3764	27	9	279	3128	Medium
Y	4a	B1122 (S)	3197	6597	106	92	304	231	Medium
Y	4b	Lovers Lane	2968	3635	22	28	154	456	Medium
Y	4c	B1122 (N)	5581	9565	71	91	433	377	High
Y	5	B1122 Abbey Road (existing level crossing)	4414	7844	78	117	330	184	High
Y	6	B1119 Samundham Road	5131	5902	15	125	149	19	High
Y	7	B1069 Coldfair Green	6518	7548	16	133	137	3	High
Y	8	B1122 Aldeburgh	3387	4179	23	49	60	23	High
Y	9a	A1094 (W)	8402	8856	5	216	381	76	Medium
Y	9b	Snape Road	4669	5276	13	102	102	0	High
Y	9c	A1094 (E)	9085	10138	12	215	377	76	Medium
Y	10	B1122 through Theberton	5563	492	-91	91	0	-100	Medium
Y	10A	Theberton Bypass	0	8152	8151905	0	1382	1382320	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	11	B1125 through Westleton	2693	3091	15	10	10	0	High
Y	12a	B1121 (N)	5132	5343	4	43	67	56	High
Y	12b	B1119 (E)	5336	5901	11	135	151	12	High
N	12c	B1121 (S)	4172	4940	18	144	139	-4	Medium
Y	13a	A12 (N)	15820	16767	6	918	1277	39	Low
Y	13b	B1122	3964	4355	10	112	457	307	Low
N	13c	A12 (middle)	15920	15894	0	828	833	1	High
Y	13d	A1120	4111	4713	15	134	138	3	High
N	13e	A12 (S)	13097	12439	-5	688	691	0	Medium
N	14	A12 north of Darsham park and ride	15819	18354	16	918	1126	23	Medium
N	15	A144 Halesworth	8796	9494	8	271	269	-1	High
Y	16	A12 Wrentham	10620	11866	12	441	609	38	High
Y	17a	A12 (N)	11772	13630	16	673	887	32	Medium
N	17b	B1125	1940	2196	13	0	0	0	Medium
Y	17c	A12 (S)	9661	11256	17	673	887	32	Medium
N	18	A145 Beccles	7294	7592	4	451	493	9	High
N	19a	A1117 (N)	10286	10692	4	19	24	29	High
Y	19b	A12 (N)	15091	15179	1	213	306	43	Medium
N	19c	B1384 Stradbroke Rd	9964	10043	1	10	11	20	High
N	19d	A12 (S)	13517	14059	4	521	617	18	Low
N	19e	A1145 (W)	17000	17041	0	318	318	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	20	A1095 Southwold	4213	4262	1	73	73	0	High
N	21a	B1119 (west of A12)	3051	3123	2	48	48	0	Medium
Y	21b	A12 (north of B1119)	13471	14340	6	692	1649	138	Medium
Y	21c	A12 (middle)	15918	16709	5	698	1655	137	Medium
N	21d	B1119 (east of A12)	5266	5057	-4	99	99	0	High
Y	21e	A12 (south of B1119)	15531	16162	4	728	1685	131	Medium
Y	22a	A12 (N)	17748	18993	7	853	1807	112	Very low
Y	22b	A1094	8451	8867	5	220	385	75	Medium
Y	22c	A12 (S) (Farnham)	22419	298	-99	932	11	-99	Medium
Y	23	A12 Farnham Bend	22412	279	-99	939	11	-99	Medium
Y	23A	A12 Two Village Bypass	0	23721	23720429	0	1994	1993504	Medium
Y	24	A12 Stratford St Andrew (Low Road)	22389	265	-99	943	13	-99	Medium
Y	25	A12 Little Glemham	22389	23990	7	943	2017	114	Medium
Y	26	A12 Marlesford	23047	24655	7	949	2028	114	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	27	A12 south of Wickham Market	24724	26890	9	984	1882	91	Medium
N	28a	B1078 Wickham Market	5728	6748	18	149	145	-3	Medium
Y	28b	B1078 Wickham Market (east of B1438)	4585	5602	22	160	145	-9	High
Y	28c	B1438 High Street, Wickham Market	3353	3442	3	11	0	-99	High
Y	29	B1078 onslip to A12	2070	2253	9	69	137	99	Very low
N	30	B1116 Hatcheston	6064	6238	3	61	61	0	Medium
N	31	B1069 Tunstall	4612	5142	11	94	94	0	Medium
Y	32a	A12 (N)	25811	27725	7	1112	1973	77	Very low
N	32b	A1152	20142	19877	-1	827	823	0	High
Y	32c	A12 (S)	42586	44048	3	1934	2759	43	Medium
Y	33	A12 south of Woodbridge	49112	49444	1	2467	3258	32	Very low
N	34a	A12 (N)	52770	53558	1	2996	3790	27	Very low
Y	34b	Main Road (E)	7316	7655	5	0	72	71900	High
Y	34c	A12 (S)	40853	41360	1	2322	3050	31	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	34d	A1214 Main Road (W)	26731	26929	1	718	784	9	High
N	35	A14 south of Ipswich (east of Copdock jcn)	77716	78128	1	11540	11995	4	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	66532	66989	1	10011	10587	6	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	51567	51653	0	8419	8476	1	Medium
N	38a	B1079 Woodbridge w/o A12	14130	14162	0	499	493	-1	Medium
Y	38b	A12 Woodbridge n/o B1079	42586	44048	3	1934	2759	43	Medium
N	38c	B1079 Woodbridge e/o A12	13052	12940	-1	756	735	-3	High
Y	39a	A1094 (west of B1069)	10631	11707	10	222	384	74	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	39b	B1069 (north of A1094)	6476	7696	19	140	326	132	Very low
N	39c	A1094 (east of B1069)	4535	4768	5	142	151	7	Very low
Y	41	B1125 through Middleton	2112	2875	36	10	10	0	Medium
N	42	B1125 (south of B1387)	2197	2440	11	0	0	0	Medium
N	43	A1120 (east of Dennington)	2800	3011	8	157	157	0	Low
N	44	A1120 (west of Dennington)	4864	5076	4	151	151	0	High
N	45	A1120 (east of Pettaugh)	11322	11569	2	975	973	0	Medium
N	46	B1119 (east of Framlingham)	3237	3330	3	65	63	-3	High
N	47	B1119 (through Framlingham)	8502	8730	3	239	237	-1	High
N	48	B1119 (east of Saxstead Green)	4997	5155	3	266	264	-1	High
N	49	B1078 (east of Clopton)	4290	5271	23	153	151	-1	Medium
N	50	B1079 (west of Clopton)	10642	11653	10	516	510	-1	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	51	B1078 (through Gibraltar)	8830	9825	11	516	510	-1	High
N	52	B1078 (west of Coddenham)	7502	8156	9	506	506	0	High
Y	53a	A144 (west of A12)	5012	5721	14	223	221	-1	High
Y	53b	A12 (north of A144)	10259	11930	16	682	896	31	Medium
N	53c	A12 (south of A144)	14999	17486	17	916	1126	23	Medium
N	55	A140 (south of B1078)	32859	33806	3	3571	3563	0	Medium
N	56	A140 (north of B1078)	25113	25398	1	3057	3048	0	Medium
Y	57	Sizewell Link Road (east of A12)	0	2128	2128317	0	953	952694	Medium
N	58	A12 (north of SLR)	12800	12297	-4	686	691	1	Very low
Y	59	A12 (south of SLR)	12800	14260	11	686	1643	139	Very low
N	62	B1079 (south of Otley)	1818	1825	0	0	0	0	Medium
Y	63	Theberton Bypass (west of B1125)	0	6133	6133162	0	1403	1403330	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	64	B1122 north of SZC access	5563	8373	51	91	1384	1418	Medium
Y	65	Middleton Moor Link	0	4141	4140619	0	455	454828	Medium
Y	66	B1122 west of B1125	3313	117	-96	106	0	-100	Medium
Y	67	Main Site Access	0	5482	5482205	0	1422	1422338	Very low
Y	68	Darsham P&R	0	2563	2562448	0	152	151900	Very low
Y	69	Wickham Market P&R	0	2277	2276789	0	152	151900	Very low
Y	70	A12 on-slip (west of WM P&R)	2071	4536	119	69	137	99	Very low
N	71	B1116 north of B1078	6406	6590	3	63	63	0	Medium
N	72	B1078 west of B1116	4571	5601	23	168	155	-8	Medium
Y	73	B1078 south of B1116	8083	9592	19	169	240	42	Medium
Y	74	B1122 (Middleton Moor)	3964	346	-91	112	4	-97	Medium
Y	75	Lovers Lane	2968	3775	27	28	294	960	Medium
Y	76	B1069 (north of Aldringham Lane)	5450	6535	20	109	208	90	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	77	Aldeburgh Rd (north of Aldringham Lane)	4259	5707	34	22	115	414	Medium
Y	78	A12 (north of B1121)	15963	16571	4	728	1685	131	Medium
N	79	B1121 at Benhall	4568	5327	17	143	135	-5	Medium
N	80	A1152 at Rendlesham	5577	5940	7	177	175	-1	Medium
N	81	B1078 at Campsea Ashe	2032	1984	-2	0	0	0	High
Y	82	B1438 Melton Hill	751	953	27	75	64	-15	High
Y	83	A145 west of A12	2528	3002	19	292	339	16	Medium
Y	84	A12 south of B1126	9509	10790	13	483	651	35	Medium
Y	85	A12 south of A1095	12112	13522	12	682	852	25	Very low
Y	86	A12 south of B1387	10297	11858	15	675	890	32	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	48145	48681	1	2214	2938	33	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	88	A12 south of Foxhall Road	39306	39994	2	2313	3049	32	Very low
N	89	A1120 east of A140	12546	12816	2	1338	1340	0	High
Y	90	A1120 Sibton (east of Mill Hill)	3860	4429	15	132	136	3	High
N	91	A1152 at Eyke	6860	7081	3	244	240	-2	High

1.5 2028 Integrated Strategy (Busiest Day) + SPR

Table 1.9: 2028 Integrated Strategy (Busiest Day) + SPR Representative Hour Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	1	Sizewell Gap	715	731	2	4	16	300	Medium
N	2	King George's Avenue	436	433	-1	3	3	0	High
Y	3	Lovers Lane (LEEIE)	353	414	17	2	38	1800	Medium
Y	4a	B1122 (S)	228	544	139	9	27	200	Medium
Y	4b	Lovers Lane	357	407	14	3	28	833	Medium
Y	4c	B1122 (N)	515	875	70	11	53	382	High
Y	5	B1122 Abbey Road (existing level crossing)	256	572	123	12	29	142	High
Y	6	B1119 Samundham Road	278	331	19	11	13	18	High
Y	7	B1069 Coldfair Green	567	651	15	13	13	0	High
Y	8	B1122 Aldeburgh	234	314	34	5	7	40	High
Y	9a	A1094 (W)	664	687	3	25	45	80	Medium
Y	9b	Snape Road	324	387	19	10	10	0	High
Y	9c	A1094 (E)	720	811	13	22	42	91	Medium
Y	10	B1122 through Theberton	513	61	-88	11	0.1	-99	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	10A	Theberton Bypass	0.1	666	665900	0.1	111	110900	Medium
N	11	B1125 through Westleton	242	253	5	1	1	0	High
Y	12a	B1121 (N)	306	312	2	4	6	50	High
Y	12b	B1119 (E)	296	332	12	12	13	8	High
N	12c	B1121 (S)	247	264	7	13	12	-8	Medium
Y	13a	A12 (N)	1082	1168	8	86	115	34	Low
Y	13b	B1122	342	376	10	12	39	225	Low
N	13c	A12 (middle)	1048	1058	1	76	77	1	High
Y	13d	A1120	296	334	13	14	14	0	High
N	13e	A12 (S)	825	795	-4	63	63	0	Medium
N	14	A12 north of Darsham park and ride	1082	1329	23	86	104	21	Medium
N	15	A144 Halesworth	670	729	9	27	27	0	High
Y	16	A12 Wrentham	776	900	16	38	52	37	High
N	17a	A12 (N)	858	1020	19	62	79	27	Medium
N	17b	B1125	194	196	1	0.1	0.1	0	Medium
N	17c	A12 (S)	664	824	24	62	79	27	Medium
N	18	A145 Beccles	504	519	3	47	52	11	High
N	19a	A1117 (N)	721	759	5	2	2	0	High
Y	19b	A12 (N)	1167	1168	0	15	27	80	Medium
N	19c	B1384 Stradbroke Rd	739	752	2	1	1	0	High
N	19d	A12 (S)	958	1014	6	47	59	26	Low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	19e	A1145 (W)	1120	1120	0	33	33	0	High
N	20	A1095 Southwold	307	311	1	7	7	0	High
N	21a	B1119 (west of A12)	180	183	2	5	5	0	Medium
Y	21b	A12 (north of B1119)	856	928	8	63	138	119	Medium
Y	21c	A12 (middle)	981	1048	7	63	138	119	Medium
N	21d	B1119 (east of A12)	302	305	1	9	9	0	High
Y	21e	A12 (south of B1119)	981	1046	7	65	140	115	Medium
Y	22a	A12 (N)	1133	1210	7	75	151	101	Very low
Y	22b	A1094	670	687	3	26	45	73	Medium
Y	22c	A12 (S) (Farnham)	1517	26	-98	80	2	-98	Medium
Y	23	A12 Farnham Bend	1514	21	-99	80	2	-98	Medium
Y	23A	A12 Two Village Bypass	0.1	1589	1588900	0.1	173	172900	Medium
Y	24	A12 Stratford St Andrew (Low Road)	1511	19	-99	80	2	-98	Medium
Y	25	A12 Little Glemham	1511	1609	6	80	176	120	Medium
Y	26	A12 Marlesford	1546	1649	7	80	178	123	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	27	A12 south of Wickham Market	1727	1904	10	82	172	110	Medium
N	28a	B1078 Wickham Market	363	440	21	15	14	-7	Medium
Y	28b	B1078 Wickham Market (east of B1438)	281	358	27	17	14	-18	High
Y	28c	B1438 High Street, Wickham Market	221	225	2	2	0.1	-95	High
Y	29	B1078 onslip to A12	102	114	12	6	12	100	Very low
N	30	B1116 Hatcheston	428	441	3	7	7	0	Medium
N	31	B1069 Tunstall	324	381	18	8	8	0	Medium
Y	32a	A12 (N)	1804	1973	9	91	179	97	Very low
N	32b	A1152	1497	1477	-1	64	64	0	High
Y	32c	A12 (S)	3048	3200	5	148	239	61	Medium
Y	33	A12 south of Woodbridge	3547	3626	2	207	297	43	Very low
Y	34a	A12 (N)	3701	3814	3	258	347	34	Very low
Y	34b	Main Road (E)	419	404	-4	0.1	4	3900	High
Y	34c	A12 (S)	2598	2709	4	200	285	43	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	34d	A1214 Main Road (W)	1837	1857	1	67	71	6	High
N	35	A14 south of Ipswich (east of Copdock jcn)	5573	5632	1	855	912	7	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	4689	4792	2	728	801	10	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	3594	3605	0	587	591	1	Medium
N	38a	B1079 Woodbridge w/o A12	1028	1036	1	43	43	0	Medium
Y	38b	A12 Woodbridge n/o B1079	3048	3200	5	148	239	61	Medium
N	38c	B1079 Woodbridge e/o A12	946	944	0	79	79	0	High
Y	39a	A1094 (west of B1069)	828	913	10	22	42	91	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	39b	B1069 (north of A1094)	573	676	18	15	37	147	Very low
N	39c	A1094 (east of B1069)	297	315	6	15	17	13	Very low
N	41	B1125 through Middleton	204	238	17	1	1	0	Medium
N	42	B1125 (south of B1387)	212	211	0	0.1	0.1	0	Medium
N	43	A1120 (east of Dennington)	200	214	7	16	16	0	Low
N	44	A1120 (west of Dennington)	371	386	4	16	16	0	High
N	45	A1120 (east of Pettaugh)	816	829	2	89	89	0	Medium
N	46	B1119 (east of Framlingham)	188	188	0	6	6	0	High
N	47	B1119 (through Framlingham)	505	518	3	17	17	0	High
N	48	B1119 (east of Saxstead Green)	302	308	2	20	20	0	High
N	49	B1078 (east of Clopton)	277	347	25	16	16	0	Medium
N	50	B1079 (west of Clopton)	725	797	10	46	46	0	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	51	B1078 (through Gibraltar)	584	655	12	46	46	0	High
Y	52	B1078 (west of Coddenham)	521	579	11	45	45	0	High
Y	53a	A144 (west of A12)	408	466	14	24	24	0	High
N	53b	A12 (north of A144)	689	855	24	62	80	29	Medium
N	53c	A12 (south of A144)	1037	1275	23	86	104	21	Medium
N	55	A140 (south of B1078)	2239	2307	3	295	295	0	Medium
N	56	A140 (north of B1078)	1745	1759	1	252	252	0	Medium
Y	57	Sizewell Link Road (east of A12)	0.1	151	150900	0.1	73	72900	Medium
N	58	A12 (north of SLR)	813	787	-3	62	63	2	Very low
Y	59	A12 (south of SLR)	813	925	14	62	137	121	Very low
N	62	B1079 (south of Otley)	141	142	1	0.1	0.1	0	Medium
Y	63	Theberton Bypass (west of B1125)	0.1	504	503900	0.1	113	112900	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	64	B1122 north of SZC access	513	707	38	11	109	891	Medium
Y	65	Middleton Moor Link	0.1	360	359900	0.1	40	39900	Medium
Y	66	B1122 west of B1125	300	9	-97	12	0.1	-99	Medium
Y	67	Main Site Access	0.1	488	487900	0.1	115	114900	Very low
Y	68	Darsham P&R	0.1	291	290900	0.1	12	11900	Very low
Y	69	Wickham Market P&R	0.1	217	216900	0.1	12	11900	Very low
Y	70	A12 on-slip (west of WM P&R)	102	316	210	6	12	100	Very low
N	71	B1116 north of B1078	454	469	3	7	7	0	Medium
N	72	B1078 west of B1116	286	365	28	17	15	-12	Medium
N	73	B1078 south of B1116	589	696	18	18	22	22	Medium
Y	74	B1122 (Middleton Moor)	342	24	-93	12	0.1	-99	Medium
Y	75	Lovers Lane	357	419	17	3	40	1233	Medium
Y	76	B1069 (north of Aldringham Lane)	475	571	20	12	21	75	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51	2	9	350	Medium
Y	78	A12 (north of B1121)	1041	1105	6	65	140	115	Medium
N	79	B1121 at Benhall	292	313	7	13	12	-8	Medium
N	80	A1152 at Rendlesham	465	491	6	14	14	0	Medium
N	81	B1078 at Campsea Ashe	145	152	5	0.1	0.1	0	High
Y	82	B1438 Melton Hill	53	68	28	7	5	-29	High
Y	83	A145 west of A12	207	235	14	32	36	13	Medium
Y	84	A12 south of B1126	709	836	18	42	56	33	Medium
Y	85	A12 south of A1095	886	1025	16	61	75	23	Very low
Y	86	A12 south of B1387	697	854	23	62	79	27	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	3151	3263	4	186	271	46	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	88	A12 south of Foxhall Road	2601	2721	5	201	286	42	Very low
N	89	A1120 east of A140	924	938	2	127	128	1	High
Y	90	A1120 Sibton (east of Mill Hill)	282	318	13	14	14	0	High
N	91	A1152 at Eyke	576	590	2	17	17	0	High

Table 1.10: 2028 Integrated Strategy (Busiest Day) + SPR 24 Hour AAWT Screening Results

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	1	Sizewell Gap	6765	7173	6	10	112	972	Medium
N	2	King George's Avenue	4515	4678	4	17	17	0	High
Y	3	Lovers Lane (LEEIE)	2958	3752	27	9	279	3128	Medium
Y	4a	B1122 (S)	3197	6599	106	92	304	231	Medium
Y	4b	Lovers Lane	2968	3622	22	28	154	456	Medium
Y	4c	B1122 (N)	5581	9555	71	91	433	377	High
Y	5	B1122 Abbey Road (existing level crossing)	4414	7844	78	117	330	184	High
Y	6	B1119 Samundham Road	5131	5921	15	125	149	19	High
Y	7	B1069 Coldfair Green	6518	7543	16	133	137	3	High
Y	8	B1122 Aldeburgh	3387	4177	23	49	60	23	High
Y	9a	A1094 (W)	8402	8841	5	216	381	76	Medium
Y	9b	Snape Road	4669	5285	13	102	102	0	High
Y	9c	A1094 (E)	9085	10122	11	215	377	76	Medium
Y	10	B1122 through Theberton	5563	576	-90	91	0	-100	Medium
Y	10A	Theberton Bypass	0	8407	8407378	0	1732	1732320	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	11	B1125 through Westleton	2693	3091	15	10	10	0	High
Y	12a	B1121 (N)	5132	5390	5	43	67	56	High
Y	12b	B1119 (E)	5336	5919	11	135	151	12	High
N	12c	B1121 (S)	4172	4921	18	144	139	-4	Medium
Y	13a	A12 (N)	15820	16781	6	918	1329	45	Low
Y	13b	B1122	3964	4409	11	112	509	353	Low
N	13c	A12 (middle)	15920	15861	0	828	833	1	High
Y	13d	A1120	4111	4772	16	134	138	3	High
N	13e	A12 (S)	13097	12324	-6	688	691	0	Medium
N	14	A12 north of Darsham park and ride	15819	18368	16	918	1178	28	Medium
N	15	A144 Halesworth	8796	9492	8	271	269	-1	High
Y	16	A12 Wrentham	10620	11879	12	441	643	46	High
Y	17a	A12 (N)	11772	13649	16	673	939	40	Medium
N	17b	B1125	1940	2196	13	0	0	0	Medium
Y	17c	A12 (S)	9661	11279	17	673	939	40	Medium
N	18	A145 Beccles	7294	7612	4	451	511	13	High
N	19a	A1117 (N)	10286	10679	4	19	24	29	High
Y	19b	A12 (N)	15091	15196	1	213	340	59	Medium
N	19c	B1384 Stradbroke Rd	9964	10045	1	10	11	20	High
N	19d	A12 (S)	13517	14070	4	521	651	25	Low
N	19e	A1145 (W)	17000	17028	0	318	318	0	High

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	20	A1095 Southwold	4213	4262	1	73	73	0	High
N	21a	B1119 (west of A12)	3051	3142	3	48	48	0	Medium
Y	21b	A12 (north of B1119)	13471	14532	8	692	1947	181	Medium
Y	21c	A12 (middle)	15918	16925	6	698	1953	180	Medium
N	21d	B1119 (east of A12)	5266	5088	-3	99	99	0	High
Y	21e	A12 (south of B1119)	15531	16330	5	728	1983	172	Medium
Y	22a	A12 (N)	17748	19130	8	853	2105	147	Very low
Y	22b	A1094	8451	8849	5	220	385	75	Medium
Y	22c	A12 (S) (Farnham)	22419	298	-99	932	11	-99	Medium
Y	23	A12 Farnham Bend	22412	279	-99	939	11	-99	Medium
Y	23A	A12 Two Village Bypass	0	23839	23838677	0	2292	2291504	Medium
Y	24	A12 Stratford St Andrew (Low Road)	22389	265	-99	943	13	-99	Medium
Y	25	A12 Little Glemham	22389	24115	8	943	2315	146	Medium
Y	26	A12 Marlesford	23047	24782	8	949	2326	145	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	27	A12 south of Wickham Market	24724	26945	9	984	2180	121	Medium
N	28a	B1078 Wickham Market	5728	6781	18	149	145	-3	Medium
Y	28b	B1078 Wickham Market (east of B1438)	4585	5603	22	160	145	-9	High
Y	28c	B1438 High Street, Wickham Market	3353	3465	3	11	0	-99	High
Y	29	B1078 onslip to A12	2070	2255	9	69	137	99	Very low
N	30	B1116 Hatcheston	6064	6222	3	61	61	0	Medium
N	31	B1069 Tunstall	4612	5150	12	94	94	0	Medium
Y	32a	A12 (N)	25811	27738	7	1112	2271	104	Very low
N	32b	A1152	20142	19819	-2	827	823	0	High
Y	32c	A12 (S)	42586	43991	3	1934	3057	58	Medium
Y	33	A12 south of Woodbridge	49112	49242	0	2467	3556	44	Very low
Y	34a	A12 (N)	52770	53491	1	2996	4084	36	Very low
Y	34b	Main Road (E)	7316	7680	5	0	72	71900	High
Y	34c	A12 (S)	40853	41352	1	2322	3346	44	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
N	34d	A1214 Main Road (W)	26731	27029	1	718	782	9	High
N	35	A14 south of Ipswich (east of Copdock jcn)	77716	78245	1	11540	12199	6	Medium
N	36	A14 south of Ipswich (west of Seven Hills jcn)	66532	67121	1	10011	10824	8	Medium
N	37	A14 Felixstowe branch (east of Seven Hills jcn)	51567	51665	0	8419	8500	1	Medium
N	38a	B1079 Woodbridge w/o A12	14130	14120	0	499	493	-1	Medium
Y	38b	A12 Woodbridge n/o B1079	42586	43991	3	1934	3057	58	Medium
N	38c	B1079 Woodbridge e/o A12	13052	12879	-1	756	735	-3	High
Y	39a	A1094 (west of B1069)	10631	11697	10	222	384	74	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	39b	B1069 (north of A1094)	6476	7689	19	140	326	132	Very low
N	39c	A1094 (east of B1069)	4535	4764	5	142	151	7	Very low
Y	41	B1125 through Middleton	2112	2871	36	10	10	0	Medium
N	42	B1125 (south of B1387)	2197	2440	11	0	0	0	Medium
N	43	A1120 (east of Dennington)	2800	3082	10	157	157	0	Low
N	44	A1120 (west of Dennington)	4864	5146	6	151	151	0	High
N	45	A1120 (east of Pettaugh)	11322	11703	3	975	973	0	Medium
N	46	B1119 (east of Framlingham)	3237	3355	4	65	63	-3	High
N	47	B1119 (through Framlingham)	8502	8757	3	239	237	-1	High
N	48	B1119 (east of Saxstead Green)	4997	5188	4	266	264	-1	High
N	49	B1078 (east of Clopton)	4290	5292	23	153	151	-1	Medium
N	50	B1079 (west of Clopton)	10642	11674	10	516	510	-1	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	51	B1078 (through Gibraltar)	8830	9844	11	516	510	-1	High
N	52	B1078 (west of Coddenham)	7502	8184	9	506	506	0	High
Y	53a	A144 (west of A12)	5012	5717	14	223	221	-1	High
Y	53b	A12 (north of A144)	10259	11950	16	682	948	39	Medium
N	53c	A12 (south of A144)	14999	17496	17	916	1178	29	Medium
N	55	A140 (south of B1078)	32859	33973	3	3571	3563	0	Medium
N	56	A140 (north of B1078)	25113	25534	2	3057	3048	0	Medium
Y	57	Sizewell Link Road (east of A12)	0	2406	2405827	0	1251	1250694	Medium
N	58	A12 (north of SLR)	12800	12176	-5	686	689	0	Very low
Y	59	A12 (south of SLR)	12800	14422	13	686	1941	183	Very low
N	62	B1079 (south of Otley)	1818	1825	0	0	0	0	Medium
Y	63	Theberton Bypass (west of B1125)	0	6464	6463882	0	1753	1753330	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	64	B1122 north of SZC access	5563	8711	57	91	1734	1802	Medium
Y	65	Middleton Moor Link	0	4191	4190709	0	507	506828	Medium
Y	66	B1122 west of B1125	3313	117	-96	106	0	-100	Medium
Y	67	Main Site Access	0	5830	5830248	0	1772	1772338	Very low
Y	68	Darsham P&R	0	2563	2562448	0	152	151900	Very low
Y	69	Wickham Market P&R	0	2262	2262063	0	152	151900	Very low
Y	70	A12 on-slip (west of WM P&R)	2071	4522	118	69	137	99	Very low
N	71	B1116 north of B1078	6406	6571	3	63	63	0	Medium
N	72	B1078 west of B1116	4571	5603	23	168	155	-8	Medium
Y	73	B1078 south of B1116	8083	9557	18	169	240	42	Medium
Y	74	B1122 (Middleton Moor)	3964	344	-91	112	4	-97	Medium
Y	75	Lovers Lane	2968	3762	27	28	294	960	Medium
Y	76	B1069 (north of Aldringham Lane)	5450	6531	20	109	208	90	Medium

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	77	Aldeburgh Rd (north of Aldringham Lane)	4259	5707	34	22	115	414	Medium
Y	78	A12 (north of B1121)	15963	16725	5	728	1983	172	Medium
N	79	B1121 at Benhall	4568	5311	16	143	135	-5	Medium
N	80	A1152 at Rendlesham	5577	5946	7	177	175	-1	Medium
N	81	B1078 at Campsea Ashe	2032	1976	-3	0	0	0	High
Y	82	B1438 Melton Hill	751	988	31	75	64	-15	High
Y	83	A145 west of A12	2528	3008	19	292	357	22	Medium
Y	84	A12 south of B1126	9509	10803	14	483	685	42	Medium
Y	85	A12 south of A1095	12112	13533	12	682	886	30	Very low
Y	86	A12 south of B1387	10297	11885	15	675	942	39	Very low
Y	87	A12 south of Eagle Way/Anson Rd roundabout	48145	48664	1	2214	3236	46	Very low

Screened in	Link Number	Link Name	2023 Reference case (total traffic)	2023 Reference case + Sizewell	% Change (total traffic)	2023 Reference case HDVs	2023 Reference case + Sizewell HGVs	% Change (HDVs)	Sensitivity
Y	88	A12 south of Foxhall Road	39306	40096	2	2313	3337	44	Very low
N	89	A1120 east of A140	12546	12949	3	1338	1340	0	High
Y	90	A1120 Sibton (east of Mill Hill)	3860	4502	17	132	136	3	High
N	91	A1152 at Eyke	6860	7084	3	244	240	-2	High

1.6 Summary

Table 1.11: Summary of Screening Representative Hour

Link Number	Link Name	2023 Early Years + SPR	2028 Preferred Strategy (Typical Day) + SPR	2028 Preferred Strategy (Busiest Day) + SPR	2028 Integrated Strategy (Typical Day) + SPR	2028 Integrated Strategy (Busiest Day) + SPR
1	Sizewell Gap	Y	Y	Y	Y	Y
2	King George's Avenue	Y	N	N	N	N
3	Lover's Lane ("Big Field")	Y	Y	Y	Y	Y
4a	B1122 (S)	Y	Y	Y	Y	Y
4b	Lover's Lane	Y	Y	Y	Y	Y
4c	B1122 (N)	Y	Y	Y	Y	Y
5	B1122 Abbey Road (existing level crossing)	Y	Y	Y	Y	Y
6	B1119 Saxmundham Road	Y	Y	Y	Y	Y
7	B1069 Coldfair Green	Y	Y	Y	Y	Y
8	B1122 Aldeburgh	Y	Y	Y	Y	Y
9a	A1094 (W)	Y	Y	Y	Y	Y
9b	Snape Road	Y	Y	Y	Y	Y
9c	A1094 (E)	Y	Y	Y	Y	Y
10	B1122 through Theberton	Y	Y	Y	Y	Y
10a	Theberton Bypass	N	Y	Y	Y	Y

Link Number	Link Name	2023 Early Years + SPR	2028 Preferred Strategy (Typical Day) + SPR	2028 Preferred Strategy (Busiest Day) + SPR	2028 Integrated Strategy (Typical Day) + SPR	2028 Integrated Strategy (Busiest Day) + SPR
11	B1125 through Westleton	Y	N	N	N	N
12a	B1121 (N)	Y	Y	Y	Y	Y
12b	B1119 (E)	Y	Y	Y	Y	Y
12c	B1121 (S)	Y	N	N	N	N
13a	A12 (N)	N	N	Y	Y	Y
13b	B1122	Y	Y	Y	Y	Y
13c	A12 (middle)	Y	N	N	N	N
13d	A1120	Y	Y	Y	Y	Y
13e	A12 (S)	Y	N	N	N	N
14	A12 north of Darsham park and ride	N	N	N	N	N
15	A144 Halesworth	N	N	N	N	N
16	A12 Wrentham	Y	Y	Y	Y	Y
17a	A12 (N)	Y	N	N	N	N
17b	B1125	Y	N	N	N	N
17c	A12 (S)	Y	N	N	N	N
18	A145 Beccles	N	N	N	N	N
19a	A1117 (N)	N	N	N	N	N
19b	A12 (N)	Y	Y	Y	Y	Y

Link Number	Link Name	2023 Early Years + SPR	2028 Preferred Strategy (Typical Day) + SPR	2028 Preferred Strategy (Busiest Day) + SPR	2028 Integrated Strategy (Typical Day) + SPR	2028 Integrated Strategy (Busiest Day) + SPR
19c	B1384 Stradbroke Rd	N	N	N	N	N
19d	A12 (S)	Y	N	N	N	N
19e	A1145 (W)	N	N	N	N	N
20	A1095 Southwold	N	N	N	N	N
21a	B1119 (west of A12)	N	N	N	N	N
21b	A12 (north of B1119)	Y	Y	Y	Y	Y
21c	A12 (middle)	Y	Y	Y	Y	Y
21d	B1119 (east of A12)	N	N	N	N	N
21e	A12 (south of B1119)	Y	Y	Y	Y	Y
22a	A12 (N)	Y	Y	Y	Y	Y
22b	A1094	Y	Y	Y	Y	Y
22c	A12 (S) (Farnham)	Y	Y	Y	Y	Y
23	A12 Farnham Bend	Y	Y	Y	Y	Y
23a	A12 Two Village Bypass	N	Y	Y	Y	Y
24	A12 Stratford St Andrew (Low Road)	Y	Y	Y	Y	Y
25	A12 Little Glemham	Y	Y	Y	Y	Y
26	A12 Marlesford	Y	Y	Y	Y	Y
27	A12 south of Wickham Market	Y	Y	Y	Y	Y

Link Number	Link Name	2023 Early Years + SPR	2028 Preferred Strategy (Typical Day) + SPR	2028 Preferred Strategy (Busiest Day) + SPR	2028 Integrated Strategy (Typical Day) + SPR	2028 Integrated Strategy (Busiest Day) + SPR
28a	B1078 Wickham Market	N	N	N	N	N
28b	B1078 Wickham Market (east of B1438)	Y	Y	Y	Y	Y
28c	B1438 High Street, Wickham Market	N	Y	Y	Y	Y
29	B1078 onslip to A12	Y	Y	Y	Y	Y
30	B1116 Hatcheston	N	N	N	N	N
31	B1069 Tunstall	N	N	N	N	N
32a	A12 (N)	Y	Y	Y	Y	Y
32b	A1152	N	N	N	N	N
32c	A12 (S)	Y	Y	Y	Y	Y
33	A12 south of Woodbridge	Y	N	Y	Y	Y
34a	A12 (N)	Y	N	N	N	Y
34b	Main Road (E)	N	Y	Y	Y	Y
34c	A12 (S)	Y	N	Y	Y	Y
34d	A1214 Main Road (W)	N	N	N	N	N
35	A14 south of Ipswich (east of Copdock jcn)	N	N	N	N	N
36	A14 south of Ipswich (west of Seven Hills jcn)	N	N	N	N	N

Link Number	Link Name	2023 Early Years + SPR	2028 Preferred Strategy (Typical Day) + SPR	2028 Preferred Strategy (Busiest Day) + SPR	2028 Integrated Strategy (Typical Day) + SPR	2028 Integrated Strategy (Busiest Day) + SPR
37	A14 Felixstowe branch (east of Seven Hills jcn)	N	N	N	N	N
38a	B1079 Woodbridge w/o A12	N	N	N	N	N
38b	A12 Woodbridge n/o B1079	Y	Y	Y	Y	Y
38c	B1079 Woodbridge e/o A12	N	N	N	N	N
39a	A1094 (west of B1069)	Y	Y	Y	Y	Y
39b	B1069 (north of A1094)	Y	Y	Y	Y	Y
39c	A1094 (east of B1069)	N	N	N	N	N
41	B1125 through Middleton	Y	N	N	N	N
42	B1125 (south of B1387)	Y	N	N	N	N
43	A1120 (east of Dennington)	N	N	N	N	N
44	A1120 (west of Dennington)	Y	N	N	N	N
45	A1120 (east of Pettaugh)	N	N	N	N	N
46	B1119 (east of Framlingham)	N	N	N	N	N
47	B1119 (through Framlingham)	N	N	N	N	N
48	B1119 (east of Saxstead Green)	N	N	N	N	N
49	B1078 (east of Clopton)	N	N	N	N	N
50	B1079 (west of Clopton)	N	N	N	N	N

Link Number	Link Name	2023 Early Years + SPR	2028 Preferred Strategy (Typical Day) + SPR	2028 Preferred Strategy (Busiest Day) + SPR	2028 Integrated Strategy (Typical Day) + SPR	2028 Integrated Strategy (Busiest Day) + SPR
51	B1078 (through Gibraltar)	N	Y	Y	Y	Y
52	B1078 (west of Coddenham)	N	Y	Y	Y	Y
53a	A144 (west of A12)	Y	Y	Y	Y	Y
53b	A12 (north of A144)	Y	N	N	N	N
53c	A12 (south of A144)	N	N	N	N	N
55	A140 (south of B1078)	N	N	N	N	N
56	A140 (north of B1078)	N	N	N	N	N
57	Sizewell Link Road (east of A12)	N	Y	Y	Y	Y
58	A12 (north of SLR)	Y	N	N	N	N
59	A12 (south of SLR)	Y	Y	Y	Y	Y
62	B1079 (south of Otley)	N	N	N	N	N
63	Theberton Bypass (west of B1125)	N	Y	Y	Y	Y
64	B1122 north of SZC access	Y	Y	Y	Y	Y
65	Middleton Moor Link	N	Y	Y	Y	Y
66	B1122 west of B1125	Y	Y	Y	Y	Y
67	Main Site Access	Y	Y	Y	Y	Y
68	Darsham P&R	Y	Y	Y	Y	Y

Link Number	Link Name	2023 Early Years + SPR	2028 Preferred Strategy (Typical Day) + SPR	2028 Preferred Strategy (Busiest Day) + SPR	2028 Integrated Strategy (Typical Day) + SPR	2028 Integrated Strategy (Busiest Day) + SPR
69	Wickham Market P&R	Y	Y	Y	Y	Y
70	A12 on-slip (west of WM P&R)	Y	Y	Y	Y	Y
71	B1116 north of B1078	N	N	N	N	N
72	B1078 west of B1116	N	N	N	N	N
73	B1078 south of B1116	N	N	N	N	N
74	B1122 (Middleton Moor)	Y	Y	Y	Y	Y
75	Lovers Lane	Y	Y	Y	Y	Y
76	B1069 (north of Aldringham Lane)	N	Y	Y	Y	Y
77	Aldeburgh Rd (north of Aldringham Lane)	N	Y	Y	Y	Y
78	A12 (north of B1121)	Y	Y	Y	Y	Y
79	B1121 at Benhall	N	N	N	N	N
80	A1152 at Rendlesham	N	N	N	N	N
81	B1078 at Campsea Ashe	N	N	N	N	N
82	B1438 Melton Hill	N	Y	Y	Y	Y
83	A145 west of A12	Y	Y	Y	Y	Y
84	A12 south of B1126	Y	Y	Y	Y	Y
85	A12 south of A1095	Y	Y	Y	Y	Y

Link Number	Link Name	2023 Early Years + SPR	2028 Preferred Strategy (Typical Day) + SPR	2028 Preferred Strategy (Busiest Day) + SPR	2028 Integrated Strategy (Typical Day) + SPR	2028 Integrated Strategy (Busiest Day) + SPR
86	A12 south of B1387	Y	Y	Y	Y	Y
87	A12 south of Eagle Way/Anson Rd	Y	Y	Y	Y	Y
88	A12 south of Foxhall Road	Y	Y	Y	Y	Y
89	A1120 east of A140	N	N	N	N	N
90	A1120 Sibton (east of Mill Hill)	Y	Y	Y	Y	Y
91	A1152 at Eyke	N	N	N	N	N

Table 1.12: Summary of Screening 24 Hour AAWT

Link Number	Link Name	2023 Early Years + SPR	2028 Preferred Strategy (Typical Day) + SPR	2028 Preferred Strategy (Busiest Day) + SPR	2028 Integrated Strategy (Typical Day) + SPR	2028 Integrated Strategy (Busiest Day) + SPR
1	Sizewell Gap	Y	Y	Y	Y	Y
2	King George's Avenue	Y	N	N	N	N
3	Lover's Lane ("Big Field")	Y	Y	Y	Y	Y
4a	B1122 (S)	N	Y	Y	Y	Y
4b	Lover's Lane	Y	Y	Y	Y	Y
4c	B1122 (N)	Y	Y	Y	Y	Y
5	B1122 Abbey Road (existing level crossing)	Y	Y	Y	Y	Y
6	B1119 Saxmundham Road	Y	Y	Y	Y	Y
7	B1069 Coldfair Green	N	Y	Y	Y	Y
8	B1122 Aldeburgh	N	Y	Y	Y	Y
9a	A1094 (W)	Y	Y	Y	Y	Y
9b	Snape Road	N	Y	Y	Y	Y
9c	A1094 (E)	Y	Y	Y	Y	Y
10	B1122 through Theberton	Y	Y	Y	Y	Y
10a	Theberton Bypass	N	Y	Y	Y	Y
11	B1125 through Westleton	Y	Y	Y	Y	Y
12a	B1121 (N)	N	Y	Y	Y	Y

Link Number	Link Name	2023 Early Years + SPR	2028 Preferred Strategy (Typical Day) + SPR	2028 Preferred Strategy (Busiest Day) + SPR	2028 Integrated Strategy (Typical Day) + SPR	2028 Integrated Strategy (Busiest Day) + SPR
12b	B1119 (E)	Y	Y	Y	Y	Y
12c	B1121 (S)	N	N	N	N	N
13a	A12 (N)	N	Y	Y	Y	Y
13b	B1122	Y	Y	Y	Y	Y
13c	A12 (middle)	Y	N	N	N	N
13d	A1120	Y	Y	Y	Y	Y
13e	A12 (S)	Y	N	N	N	N
14	A12 north of Darsham park and ride	N	N	N	N	N
15	A144 Halesworth	N	N	N	N	N
16	A12 Wrentham	Y	Y	Y	Y	Y
17a	A12 (N)	N	N	Y	Y	Y
17b	B1125	Y	N	N	N	N
17c	A12 (S)	N	N	Y	Y	Y
18	A145 Beccles	N	N	N	N	N
19a	A1117 (N)	N	N	N	N	N
19b	A12 (N)	Y	Y	Y	Y	Y
19c	B1384 Stradbroke Rd	N	N	N	N	N
19d	A12 (S)	Y	N	N	N	N

Link Number	Link Name	2023 Early Years + SPR	2028 Preferred Strategy (Typical Day) + SPR	2028 Preferred Strategy (Busiest Day) + SPR	2028 Integrated Strategy (Typical Day) + SPR	2028 Integrated Strategy (Busiest Day) + SPR
19e	A1145 (W)	N	N	N	N	N
20	A1095 Southwold	N	N	N	N	N
21a	B1119 (west of A12)	N	N	N	N	N
21b	A12 (north of B1119)	Y	Y	Y	Y	Y
21c	A12 (middle)	Y	Y	Y	Y	Y
21d	B1119 (east of A12)	N	N	N	N	N
21e	A12 (south of B1119)	Y	Y	Y	Y	Y
22a	A12 (N)	Y	Y	Y	Y	Y
22b	A1094	Y	Y	Y	Y	Y
22c	A12 (S) (Farnham)	Y	Y	Y	Y	Y
23	A12 Farnham Bend	Y	Y	Y	Y	Y
23a	A12 Two Village Bypass	N	Y	Y	Y	Y
24	A12 Stratford St Andrew (Low Road)	Y	Y	Y	Y	Y
25	A12 Little Glemham	Y	Y	Y	Y	Y
26	A12 Marlesford	Y	Y	Y	Y	Y
27	A12 south of Wickham Market	Y	Y	Y	Y	Y
28a	B1078 Wickham Market	N	N	N	N	N

Link Number	Link Name	2023 Early Years + SPR	2028 Preferred Strategy (Typical Day) + SPR	2028 Preferred Strategy (Busiest Day) + SPR	2028 Integrated Strategy (Typical Day) + SPR	2028 Integrated Strategy (Busiest Day) + SPR
28b	B1078 Wickham Market (east of B1438)	Y	Y	Y	Y	Y
28c	B1438 High Street, Wickham Market	N	Y	Y	Y	Y
29	B1078 onslip to A12	N	Y	Y	Y	Y
30	B1116 Hatcheston	N	N	N	N	N
31	B1069 Tunstall	N	N	N	N	N
32a	A12 (N)	Y	Y	Y	Y	Y
32b	A1152	N	N	N	N	N
32c	A12 (S)	Y	Y	Y	Y	Y
33	A12 south of Woodbridge	Y	N	Y	Y	Y
34a	A12 (N)	Y	N	N	N	Y
34b	Main Road (E)	N	Y	Y	Y	Y
34c	A12 (S)	Y	N	Y	Y	Y
34d	A1214 Main Road (W)	N	N	N	N	N
35	A14 south of Ipswich (east of Copdock jcn)	N	N	N	N	N
36	A14 south of Ipswich (west of Seven Hills jcn)	N	N	N	N	N

Link Number	Link Name	2023 Early Years + SPR	2028 Preferred Strategy (Typical Day) + SPR	2028 Preferred Strategy (Busiest Day) + SPR	2028 Integrated Strategy (Typical Day) + SPR	2028 Integrated Strategy (Busiest Day) + SPR
37	A14 Felixstowe branch (east of Seven Hills jcn)	N	N	N	N	N
38a	B1079 Woodbridge w/o A12	N	N	N	N	N
38b	A12 Woodbridge n/o B1079	Y	Y	Y	Y	Y
38c	B1079 Woodbridge e/o A12	N	N	N	N	N
39a	A1094 (west of B1069)	Y	Y	Y	Y	Y
39b	B1069 (north of A1094)	Y	Y	Y	Y	Y
39c	A1094 (east of B1069)	N	N	N	N	N
41	B1125 through Middleton	Y	Y	Y	Y	Y
42	B1125 (south of B1387)	N	N	N	N	N
43	A1120 (east of Dennington)	N	N	N	N	N
44	A1120 (west of Dennington)	N	N	N	N	N
45	A1120 (east of Pettaugh)	N	N	N	N	N
46	B1119 (east of Framlingham)	N	N	N	N	N
47	B1119 (through Framlingham)	N	N	N	N	N
48	B1119 (east of Saxstead Green)	N	N	N	N	N
49	B1078 (east of Clopton)	N	N	N	N	N
50	B1079 (west of Clopton)	N	N	N	N	N

Link Number	Link Name	2023 Early Years + SPR	2028 Preferred Strategy (Typical Day) + SPR	2028 Preferred Strategy (Busiest Day) + SPR	2028 Integrated Strategy (Typical Day) + SPR	2028 Integrated Strategy (Busiest Day) + SPR
51	B1078 (through Gibraltar)	N	Y	Y	Y	Y
52	B1078 (west of Coddenham)	N	N	N	N	N
53a	A144 (west of A12)	N	Y	Y	Y	Y
53b	A12 (north of A144)	N	N	Y	Y	Y
53c	A12 (south of A144)	N	N	N	N	N
55	A140 (south of B1078)	N	N	N	N	N
56	A140 (north of B1078)	N	N	N	N	N
57	Sizewell Link Road (east of A12)	N	Y	Y	Y	Y
58	A12 (north of SLR)	Y	N	N	N	N
59	A12 (south of SLR)	Y	Y	Y	Y	Y
62	B1079 (south of Otley)	N	N	N	N	N
63	Theberton Bypass (west of B1125)	N	Y	Y	Y	Y
64	B1122 north of SZC access	Y	Y	Y	Y	Y
65	Middleton Moor Link	N	Y	Y	Y	Y
66	B1122 west of B1125	Y	Y	Y	Y	Y
67	Main Site Access	Y	Y	Y	Y	Y
68	Darsham P&R	Y	Y	Y	Y	Y

Link Number	Link Name	2023 Early Years + SPR	2028 Preferred Strategy (Typical Day) + SPR	2028 Preferred Strategy (Busiest Day) + SPR	2028 Integrated Strategy (Typical Day) + SPR	2028 Integrated Strategy (Busiest Day) + SPR
69	Wickham Market P&R	Y	Y	Y	Y	Y
70	A12 on-slip (west of WM P&R)	Y	Y	Y	Y	Y
71	B1116 north of B1078	N	N	N	N	N
72	B1078 west of B1116	N	N	N	N	N
73	B1078 south of B1116	N	Y	Y	Y	Y
74	B1122 (Middleton Moor)	Y	Y	Y	Y	Y
75	Lovers Lane	Y	Y	Y	Y	Y
76	B1069 (north of Aldringham Lane)	N	Y	Y	Y	Y
77	Aldeburgh Rd (north of Aldringham Lane)	N	Y	Y	Y	Y
78	A12 (north of B1121)	Y	Y	Y	Y	Y
79	B1121 at Benhall	N	N	N	N	N
80	A1152 at Rendlesham	N	N	N	N	N
81	B1078 at Campsea Ashe	N	N	N	N	N
82	B1438 Melton Hill	N	Y	Y	Y	Y
83	A145 west of A12	Y	Y	Y	Y	Y
84	A12 south of B1126	Y	Y	Y	Y	Y
85	A12 south of A1095	Y	Y	Y	Y	Y

Link Number	Link Name	2023 Early Years + SPR	2028 Preferred Strategy (Typical Day) + SPR	2028 Preferred Strategy (Busiest Day) + SPR	2028 Integrated Strategy (Typical Day) + SPR	2028 Integrated Strategy (Busiest Day) + SPR
86	A12 south of B1387	Y	Y	Y	Y	Y
87	A12 south of Eagle Way/Anson Rd	Y	Y	Y	Y	Y
88	A12 south of Foxhall Road	Y	Y	Y	Y	Y
89	A1120 east of A140	N	N	N	N	N
90	A1120 Sibton (east of Mill Hill)	Y	Y	Y	Y	Y
91	A1152 at Eyke	N	N	N	N	N

APPENDIX 2C TRANSPORT ENVIRONMENTAL ASSESSMENT ADDENDUM

APPENDIX C: MAIN ASSESSMENT

Contents

1 Assessment Tables 1
1.1 Severance 1
1.2 Pedestrian Delay 53
1.3 Amenity 130
1.4 Fear and Intimidation 229
1.5 Road Safety 301
1.6 Driver Delay 310

Tables

Table 1.1: Severance 2023 Early Years 24 Hour AAWT 1
Table 1.2: Severance 2023 Early Year Representative Hour 5
Table 1.3: Severance 2023 Early Year (08:00-09:00) 9
Table 1.4: Severance 2023 Early Year (15:00-16:00) 10
Table 1.5: Severance 2028 Preferred Strategy (Typical Day) 24 Hour AAWT 11
Table 1.6: Severance 2028 Preferred Strategy (Typical Day) Representative Hour 15
Table 1.7: Severance 2028 Preferred Strategy (Typical Day) (08:00-09:00) 18
Table 1.8: Severance 2028 Preferred Strategy (Typical Day) (15:00-16:00) 20
Table 1.9: Severance 2028 Preferred Strategy (Busiest Day) 24 Hour AAWT 21
Table 1.10: Severance 2028 Preferred Strategy (Busiest Day) Representative Hour 25
Table 1.11: Severance 2028 Preferred Strategy (Busiest Day) (08:00-09:00) 29
Table 1.12: Severance 2028 Preferred Strategy (Busiest Day) (15:00-16:00) 30
Table 1.13: Severance 2028 Typical Day (Intergrated Strategy) 24 Hour AAWT 31
Table 1.14: Severance 2028 Typical Day (Intergrated Strategy) Representative Hour 35
Table 1.15: Severance 2028 Busiest Day (Intergrated Strategy) 24 Hour AAWT 39
Table 1.16: Severance 2028 Busiest Day (Intergrated Strategy) Representative Hour 43
Table 1.17: Severance 2034 Operational 24 Hour AAWT 47
Table 1.18: Severance 2034 Operational Representative Hour 49
Table 1.19: Severance 2034 Operational (08:00-09:00) 51
Table 1.20: Severance 2034 Operational (15:00-16:00) 52

Table 1.21: Pedestrian Delay 2023 Early Years 24 Hour AAWT 53
Table 1.22: Pedestrian Delay 2023 Early Years Representative Hour 60
Table 1.23: Pedestrian Delay 2023 Early Years (08:00-09:00)..... 64
Table 1.24: Pedestrian Delay 2023 Early Years (15:00-16:00)..... 65
Table 1.25: Pedestrian Delay 2028 Preferred Strategy (Typical Day) 24 Hour AAWT 66
Table 1.26: Pedestrian Delay 2028 Preferred Strategy (Typical Day) Representative Hour 74
Table 1.27: Pedestrian Delay 2028 Preferred Strategy (Typical Day) (08:00-09:00)..... 78
Table 1.28: Pedestrian Delay 2028 Preferred Strategy (Typical Day) (15:00-16:00)..... 79
Table 1.29: Pedestrian Delay 2028 Preferred Strategy (Busiest Day) 24 Hour AAWT 80
Table 1.30: Pedestrian Delay 2028 Preferred Strategy (Busiest Day) Representative Hour 88
Table 1.31: Pedestrian Delay 2028 Preferred Strategy (Busiest Day) (08:00-09:00)..... 93
Table 1.32: Pedestrian Delay 2028 Preferred Strategy (Busiest Day) (15:00-16:00)..... 94
Table 1.33: Pedestrian Delay 2028 Typical Day (Intergrated Strategy) 24 Hour AAWT 95
Table 1.34: Pedestrian Delay 2028 Typical Day (Intergrated Strategy) Representative Hour 103
Table 1.35: Pedestrian Delay 2028 Busiest Day (Intergrated Strategy) 24 Hour AAWT.... 108
Table 1.36: Pedestrian Delay 2028 Busiest Day (Intergrated Strategy) Representative Hour 116
Table 1.37: Pedestrian Delay 2034 Flow Operational 24 Hour AAWT..... 121
Table 1.38: Pedestrian Delay 2034 Flow Operational Representative Hour..... 125
Table 1.39: Pedestrian Delay 2034 Flow Operational (08:00-09:00) 128
Table 1.40: Pedestrian Delay 2034 Flow Operational (15:00-16:00) 129
Table 1.41: Amenity 2023 Early Years 24 Hour AAWT 130
Table 1.42: Amenity 2023 Early Years Early Year Representative Hour 134
Table 1.43: Amenity 2023 Early Year (08:00-09:00)..... 138
Table 1.44: Amenity 2023 Early Year (15:00-16:00)..... 139
Table 1.45: Amenity 2023 Early Years Early Year 24 Hour AAWT HDVs 140
Table 1.46: Amenity 2023 Early Years Early Year Representative Hour HDVs..... 144
Table 1.47: Amenity 2023 Early Year (08:00-09:00) HDV 148
Table 1.48: Amenity 2023 Early Year (15:00-16:00) HDV 149
Table 1.49: Amenity 2028 Preferred Strategy (Typical Day) 24 Hour AAWT..... 150

Table 1.50: Amenity 2028 Preferred Strategy (Typical Day) Representative Hour 153
Table 1.51: Amenity 2028 Preferred Strategy (Typical Day) (08:00-09:00) 156
Table 1.52: Amenity 2028 Preferred Strategy (Typical Day) (15:00-16:00) 157
Table 1.53: Amenity 2028 Preferred Strategy (Typical Day) 24 Hour AAWT HDVs 158
Table 1.54: Amenity 2028 Preferred Strategy (Typical Day) Representative Hour HDVs.. 161
Table 1.55: Amenity 2028 Preferred Strategy (Typical Day) (08:00-09:00) HDV..... 164
Table 1.56: Amenity 2028 Preferred Strategy (Typical Day) (15:00-16:00) HDV..... 165
Table 1.57: Amenity 2028 Preferred Strategy (Busiest Day) 24 Hour AAWT 166
Table 1.58: Amenity 2028 Preferred Strategy (Busiest Day) Representative Hour 170
Table 1.59: Amenity 2028 Preferred Strategy (Busiest Day) (08:00-09:00)..... 174
Table 1.60: Amenity 2028 Preferred Strategy (Busiest Day) (15:00-16:00)..... 175
Table 1.61: Amenity 2028 Preferred Strategy (Busiest Day) 24 Hour AAWT HDVs 176
Table 1.62: Amenity 2028 Preferred Strategy (Busiest Day) Representative Hour HDVs . 180
Table 1.63: Amenity 2028 Preferred Strategy (Busiest Day) (08:00-09:00) HDV 184
Table 1.64: Amenity 2028 Preferred Strategy (Busiest Day) (15:00-16:00) HDV 185
Table 1.65: Amenity 2028 Integrated Strategy (Typical Day) 24 Hour AAWT 186
Table 1.66: Amenity 2028 Integrated Strategy (Typical Day) Representative Hour..... 189
Table 1.67: Amenity 2028 Integrated Strategy (Typical Day) 24 Hour AAWT HDVs 193
Table 1.68: Amenity 2028 Integrated Strategy (Typical Day) Representative Hour HDVs 197
Table 1.69: Amenity 2028 Integrated Strategy (Busiest Day) 24 Hour AAWT 201
Table 1.70: Amenity 2028 Integrated Strategy (Busiest Day) Representative Hour 205
Table 1.71: Amenity 2028 Integrated Strategy (Busiest Day) 24 Hour AAWT HDVs..... 209
Table 1.72: Amenity 2028 Integrated Strategy (Busiest Day) Representative Hour HDVs 213
Table 1.73: Amenity 2034 24 Hour AAWT 217
Table 1.74: Amenity 2034 Representative Hour 219
Table 1.75: Amenity 2034 Operational (08:00-09:00) 221
Table 1.76: Amenity 2034 Operational (15:00-16:00) 222
Table 1.77: Amenity 2034 24 Hour AAWT HDVs..... 223
Table 1.78: Amenity 2034 Representative Hour HDVs 225
Table 1.79: Amenity 2034 Operational (08:00-09:00) HDV 227

Table 1.80: Amenity 2034 Operational (15:00-16:00) HDV 228

Table 1.81: Fear and Intimidation 2023 Early Years 18 Hour AAWT Total Traffic 229

Table 1.82: Fear and Intimidation 2023 Early Years Early Year Representative Hour 232

Table 1.83: Fear and Intimidation 2023 Early Years Early Year (08:00-09:00)..... 236

Table 1.84: Fear and Intimidation 2023 Early Years Early Year (15:00-16:00)..... 237

Table 1.85: Fear and Intimidation 2023 Early Years Early Year 18 Hour AAWT HDVs..... 238

Table 1.86: Fear and Intimidation 2028 Preferred Strategy (Typical Day) 18 Hour AAWT 242

Table 1.87: Fear and Intimidation 2028 Preferred Strategy (Typical Day) Representative Hour 246

Table 1.88: Fear and Intimidation 2028 Preferred Strategy (Typical Day) (08:00-09:00)... 249

Table 1.89: Fear and Intimidation 2028 Preferred Strategy (Typical Day) (15:00-16:00)... 250

Table 1.90: Fear and Intimidation 2028 Preferred Strategy (Typical Day) 18 Hour AAWT HDVs 251

Table 1.91: Fear and Intimidation 2028 Preferred Strategy (Busiest Day) 18 Hour AAWT 255

Table 1.92: Fear and Intimidation 2028 Preferred Strategy (Busiest Day) Representative Hour 259

Table 1.93: Fear and Intimidation 2028 Preferred Strategy (Busiest Day) (08:00-09:00) .. 263

Table 1.94: Fear and Intimidation 2028 Preferred Strategy (Busiest Day) (15:00-16:00) .. 264

Table 1.95: Fear and Intimidation 2028 Preferred Strategy (Busiest Day) 18 Hour AAWT HDVs 265

Table 1.96: Fear and Intimidation 2028 Integrated Strategy (Typical Day) 18 Hour AAWT 269

Table 1.97: Fear and Intimidation 2028 Integrated Strategy (Typical Day) Representative Hour..... 273

Table 1.98: Fear and Intimidation 2028 Integrated Strategy (Typical Day) 18 Hour AAWT HDVs 277

Table 1.99: Fear and Intimidation 2028 Integrated Strategy (Busiest Day) 18 Hour AAWT 281

Table 1.100: Fear and Intimidation 2028 Integrated Strategy (Busiest Day) Representative Hour..... 285

Table 1.101: Fear and Intimidation 2028 Integrated Strategy (Busiest Day) 18 Hour AAWT HDVs 289

Table 1.102: Fear and Intimidation 2034 18 Hour AAWT 293

Table 1.103: Fear and Intimidation 2034 Representative Hour 295
Table 1.104: Fear and Intimidation 2034 (08:00-09:00) 297
Table 1.105: Fear and Intimidation 2034 (15:00-16:00) 298
Table 1.106: Fear and Intimidation 2034 18 Hour AAWT HDVs 299
Table 1.107: Road Safety Assessment Results 301
Table 1.108: Driver Delay 2023 Early Years 310
Table 1.109: Driver Delay 2028 Peak Construction 315
Table 1.110: Driver Delay 2034 Operational 321

Plates

None provided.

Figures

None provided.

1 Assessment Tables

1.1 Severance

Table 1.1: Severance 2023 Early Years 24 Hour AAWT

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	6574	7288	11%	Very Low	Medium	Minor Adverse
2	King George's Avenue	4431	5129	16%	Very Low	High	Minor Adverse
3	Lovers Lane (LEEIE)	2842	4343	53%	Low	Medium	Minor Adverse
4a	B1122 (S)	3039	3500	15%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2847	4123	45%	Low	Medium	Minor Adverse
4c	B1122 (N)	5437	7070	30%	Low	High	Moderate Adverse
5	B1122 Abbey Road (existing level crossing)	4215	4678	11%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	4757	5219	10%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6270	6718	7%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3279	3378	3%	Very Low	High	Minor Adverse
9b	Snape Road	4474	4608	3%	Very Low	High	Minor Adverse
10	B1122 through Theberton	5424	7057	30%	Low	Medium	Minor Adverse
11	B1125 through Westleton	2601	3139	21%	Very Low	High	Minor Adverse
12a	B1121 (N)	4998	5334	7%	Very Low	High	Minor Adverse
12b	B1119 (E)	4946	5412	9%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
12c	B1121 (S)	3838	4405	15%	Very Low	Medium	Minor Adverse
13b	B1122	3836	4947	29%	Very Low	Low	Negligible
13c	A12 (middle)	15257	16622	9%	Very Low	High	Minor Adverse
13d	A1120	3891	4361	12%	Very Low	High	Minor Adverse
13e	A12 (S)	12582	13681	9%	Very Low	Medium	Minor Adverse
16	A12 Wrentham	10037	10684	6%	Very Low	High	Minor Adverse
17b	B1125	1913	2399	25%	Very Low	Medium	Minor Adverse
19b	A12 (N)	11311	12205	8%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	12862	14072	9%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15132	16360	8%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	14504	15410	6%	Very Low	Medium	Minor Adverse
22a	A12 (N)	16815	18216	8%	Very Low	Very low	Negligible
22b	A1094	8116	8804	8%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	21368	23099	8%	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	21358	23082	8%	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	21338	23056	8%	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	21338	23056	8%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	21987	23694	8%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	23485	24787	6%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4392	4737	8%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	1938	2077	7%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
32a	A12 (N)	24586	25771	5%	Very Low	Very low	Negligible
32c	A12 (S)	41325	42298	2%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	48192	48564	1%	Very Low	Very low	Negligible
34c	A12 (S)	38785	39112	1%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	41325	42298	2%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	2059	2588	26%	Very Low	Medium	Minor Adverse
42	B1125 (south of B1387)	2147	2645	23%	Very Low	Medium	Minor Adverse
44	A1120 (west of Dennington)	4629	4839	5%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	4880	5020	3%	Very Low	High	Minor Adverse
58	A12 (north of SLR)	12294	13378	9%	Very Low	Very low	Negligible
59	A12 (south of SLR)	12294	13585	11%	Very Low	Very low	Negligible
64	B1122 north of SZC access	5424	7057	30%	Low	Medium	Minor Adverse
66	B1122 west of B1125	3227	4320	34%	Low	Medium	Minor Adverse
67	Main Site Access	0	792	792139%	High	Very low	Minor Adverse
68	Darsham P&R	0	282	281900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	225	224900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	1939	2262	17%	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	3836	4923	28%	Very Low	Medium	Minor Adverse
75	Lovers Lane	2847	4343	53%	Low	Medium	Minor Adverse
78	A12 (north of B1121)	14579	15514	6%	Very Low	Medium	Minor Adverse
83	A145 west of A12	2473	2651	7%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
84	A12 south of B1126	8982	9636	7%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	11486	12197	6%	Very Low	Very low	Negligible
86	A12 south of B1387	9856	10246	4%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	45374	45779	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	37558	38207	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3642	4114	13%	Very Low	High	Minor Adverse

Table 1.2: Severance 2023 Early Year Representative Hour

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	694	772	11%	Very Low	Medium	Minor Adverse
2	King George's Avenue	418	588	41%	Low	High	Moderate Adverse
3	Lovers Lane (LEEIE)	348	567	63%	Medium	Medium	Moderate Adverse
4a	B1122 (S)	221	306	38%	Low	Medium	Minor Adverse
4b	Lovers Lane	351	538	53%	Low	Medium	Minor Adverse
4c	B1122 (N)	503	760	51%	Low	High	Moderate Adverse
5	B1122 Abbey Road (existing level crossing)	247	331	34%	Low	High	Moderate Adverse
6	B1119 Samundham Road	263	344	31%	Low	High	Moderate Adverse
7	B1069 Coldfair Green	540	668	24%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	227	252	11%	Very Low	High	Minor Adverse
9b	Snape Road	312	347	11%	Very Low	High	Minor Adverse
10	B1122 through Theberton	503	782	55%	Low	Medium	Minor Adverse
11	B1125 through Westleton	235	378	61%	Medium	High	Major Adverse
12a	B1121 (N)	299	337	13%	Very Low	High	Minor Adverse
12b	B1119 (E)	279	363	30%	Low	High	Moderate Adverse
12c	B1121 (S)	223	291	30%	Low	Medium	Minor Adverse
13b	B1122	334	476	43%	Low	Low	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
13c	A12 (middle)	1014	1252	23%	Very Low	High	Minor Adverse
13d	A1120	287	396	38%	Low	High	Moderate Adverse
13e	A12 (S)	795	986	24%	Very Low	Medium	Minor Adverse
16	A12 Wrentham	744	909	22%	Very Low	High	Minor Adverse
17b	B1125	191	321	68%	Medium	Medium	Moderate Adverse
19b	A12 (N)	1071	1068	0%	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	823	1022	24%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	944	1146	21%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	928	1114	20%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1073	1312	22%	Very Low	Very low	Negligible
22b	A1094	642	814	27%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1442	1755	22%	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	1439	1751	22%	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	1435	1745	22%	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	1435	1746	22%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1472	1781	21%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1663	1908	15%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	254	293	15%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	92	125	36%	Low	Very low	Negligible
32a	A12 (N)	1746	1980	13%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
32c	A12 (S)	2940	3179	8%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	3469	3647	5%	Very Low	Very low	Negligible
34c	A12 (S)	2463	2577	5%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	2940	3179	8%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	200	341	71%	Medium	Medium	Moderate Adverse
42	B1125 (south of B1387)	209	343	64%	Medium	Medium	Moderate Adverse
44	A1120 (west of Dennington)	348	391	12%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	392	436	11%	Very Low	High	Minor Adverse
58	A12 (north of SLR)	784	971	24%	Very Low	Very low	Negligible
59	A12 (south of SLR)	784	1000	28%	Very Low	Very low	Negligible
64	B1122 north of SZC access	503	782	55%	Low	Medium	Minor Adverse
66	B1122 west of B1125	294	431	47%	Low	Medium	Minor Adverse
67	Main Site Access	0	162	161900%	High	Very low	Minor Adverse
68	Darsham P&R	0	88	87900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	67	66900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	92	191	108%	High	Very low	Minor Adverse
74	B1122 (Middleton Moor)	334	471	41%	Low	Medium	Minor Adverse
75	Lovers Lane	351	568	62%	Medium	Medium	Moderate Adverse
78	A12 (north of B1121)	952	1149	21%	Very Low	Medium	Minor Adverse
83	A145 west of A12	204	237	16%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
84	A12 south of B1126	679	847	25%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	850	1037	22%	Very Low	Very low	Negligible
86	A12 south of B1387	672	768	14%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2982	3115	4%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2508	2636	5%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	273	380	39%	Low	High	Moderate Adverse

Table 1.3: Severance 2023 Early Year (08:00-09:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
2	King George's Avenue	243	265	9.0535%	Very Low	High	Minor Adverse
4c	B1122 (N)	424	515	21.4623%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	384	408	6.2500%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	416	435	4.5673%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	480	495	3.1250%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	257	261	1.5564%	Very Low	High	Minor Adverse
11	B1125 through Westleton	216	231	6.9444%	Very Low	High	Minor Adverse
13d	A1120	306	327	6.8627%	Very Low	High	Minor Adverse
41	B1125 through Middleton	164	178	8.5366%	Very Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	290	312	7.5862%	Very Low	High	Minor Adverse

Table 1.4: Severance 2023 Early Year (15:00-16:00)

Link Number	Link Name	2023 Early Year Reference case (total traffic in the hour)	2023 Early Year Reference + Sizewell (busiest) total traffic in the hour	% Change	Magnitude	Sensitivity	Effect Significance
2	King George's Avenue	271	290	7.0111%	Very Low	High	Minor Adverse
4c	B1122 (N)	441	528	19.7279%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	427	457	7.0258%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	440	462	5.0000%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	505	519	2.7723%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	272	274	0.7353%	Very Low	High	Minor Adverse
11	B1125 through Westleton	217	237	9.2166%	Very Low	High	Minor Adverse
13d	A1120	347	370	6.6282%	Very Low	High	Minor Adverse
41	B1125 through Middleton	166	186	12.0482%	Very Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	318	342	7.5472%	Very Low	High	Minor Adverse

Table 1.5: Severance 2028 Preferred Strategy (Typical Day) 24 Hour AAWT

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	2958	3554	20%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	6484	103%	High	Medium	Major Adverse
4b	Lovers Lane	2968	3421	15%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	9323	67%	Medium	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	4414	7744	75%	Medium	High	Major Adverse
6	B1119 Samundham Road	5131	5878	15%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	7390	13%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3387	4146	22%	Very Low	High	Minor Adverse
9b	Snape Road	4669	5267	13%	Very Low	High	Minor Adverse
10	B1122 through Theberton	5563	492	-91%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	7759	7759116%	High	Medium	Major Adverse
11	B1125 through Westleton	2693	2979	11%	Very Low	High	Minor Adverse
12a	B1121 (N)	5132	5261	3%	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	5877	10%	Very Low	High	Minor Adverse
13a	A12 (N)	15820	16749	6%	Very Low	Low	Negligible
13b	B1122	3964	4281	8%	Very Low	Low	Negligible
13d	A1120	4111	4672	14%	Very Low	High	Minor Adverse
16	A12 Wrentham	10620	11779	11%	Very Low	High	Minor Adverse
21b	A12 (north of B1119)	13471	14193	5%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15918	16560	4%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
21e	A12 (south of B1119)	15531	16037	3%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	18864	6%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	22419	298	-99%	High	Medium	Major Beneficial
23	A12 Farnham Bend	22412	279	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	23367	23366510%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	22389	265	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	22389	23636	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	24303	5%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24724	26654	8%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	5524	20%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3353	3436	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2070	2240	8%	Very Low	Very low	Negligible
32a	A12 (N)	25811	27565	7%	Very Low	Very low	Negligible
34b	Main Road (E)	7316	7569	3%	Very Low	High	Minor Adverse
41	B1125 through Middleton	2112	2765	31%	Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8830	9671	10%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7502	8071	8%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	5720	14%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	1923	1923016%	High	Medium	Major Adverse
59	A12 (south of SLR)	12800	14103	10%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	5857	5857193%	High	Medium	Major Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
64	B1122 north of SZC access	5563	7981	43%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	4069	4069006%	High	Medium	Major Adverse
66	B1122 west of B1125	3313	117	-96%	High	Medium	Major Beneficial
67	Main Site Access	0	5332	5332205%	High	Very low	Minor Adverse
68	Darsham P&R	0	2563	2562448%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	2261	2260565%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	2071	4523	118%	High	Very low	Minor Adverse
73	B1078 south of B1116	8083	9553	18%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3964	340	-91%	High	Medium	Major Beneficial
75	Lovers Lane	2968	3561	20%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5450	6390	17%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4259	5683	33%	Low	Medium	Minor Adverse
78	A12 (north of B1121)	15963	16453	3%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	751	872	16%	Very Low	High	Minor Adverse
83	A145 west of A12	2528	2974	18%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	10709	13%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	13442	11%	Very Low	Very low	Negligible
86	A12 south of B1387	10297	11850	15%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48145	48816	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	39306	40014	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3860	4390	14%	Very Low	High	Minor Adverse

Table 1.6: Severance 2028 Preferred Strategy (Typical Day) Representative Hour

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	353	402	14%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	High	Medium	Major Adverse
4b	Lovers Lane	357	395	11%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	863	68%	Medium	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	124%	High	High	Major Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	652	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	313	34%	Low	High	Moderate Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
10	B1122 through Theberton	513	40	-92%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	648	647746%	High	Medium	Major Adverse
11	B1125 through Westleton	242	253	5%	Very Low	High	Minor Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	333	13%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1168	8%	Very Low	Low	Negligible
13b	B1122	342	368	8%	Very Low	Low	Negligible
13d	A1120	296	334	13%	Very Low	High	Minor Adverse
16	A12 Wrentham	776	899	16%	Very Low	High	Minor Adverse
21b	A12 (north of B1119)	856	907	6%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
21c	A12 (middle)	981	1026	5%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	1023	4%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1188	5%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	1517	26	-98%	High	Medium	Major Beneficial
23	A12 Farnham Bend	1514	21	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	1552	1551977%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	1511	1571	4%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1611	4%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1884	9%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	355	26%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	112	10%	Very Low	Very low	Negligible
32a	A12 (N)	1804	1955	8%	Very Low	Very low	Negligible
34b	Main Road (E)	419	412	-2%	Very Low	High	Minor Beneficial
41	B1125 through Middleton	204	238	17%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	651	11%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	578	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	467	14%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	121	120438%	High	Medium	Major Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
59	A12 (south of SLR)	813	903	11%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	464	463746%	High	Medium	Major Adverse
64	B1122 north of SZC access	513	670	31%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	351	350977%	High	Medium	Major Adverse
66	B1122 west of B1125	300	9	-97%	High	Medium	Major Beneficial
67	Main Site Access	0	463	462746%	High	Very low	Minor Adverse
68	Darsham P&R	0	291	290900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	224	223900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	102	321	215%	High	Very low	Minor Adverse
73	B1078 south of B1116	589	711	21%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	High	Medium	Major Beneficial
75	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	572	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	1084	4%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	51	-4%	Very Low	High	Minor Beneficial
83	A145 west of A12	207	235	13%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	836	18%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1026	16%	Very Low	Very low	Negligible
86	A12 south of B1387	697	855	23%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3240	3%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2682	3%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.7: Severance 2028 Preferred Strategy (Typical Day) (08:00-09:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	515	863	67.5728%	Medium	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	123.8281%	High	High	Major Adverse
6	B1119 Samundham Road	278	331	19.0647%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	652	14.9912%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	313	33.7607%	Low	High	Moderate Adverse
11	B1125 through Westleton	242	253	4.5455%	Very Low	High	Minor Adverse
13d	A1120	296	334	12.8378%	Very Low	High	Minor Adverse
34b	Main Road (E)	419	412	-1.6706%	Very Low	High	Minor Beneficial
41	B1125 through Middleton	204	238	16.6667%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
90	A1120 Sibton (east of Mill Hill)	282	318	12.7660%	Very Low	High	Minor Adverse

Table 1.8: Severance 2028 Preferred Strategy (Typical Day) (15:00-16:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	515	863	67.5728%	Medium	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	123.8281%	High	High	Major Adverse
6	B1119 Samundham Road	278	331	19.0647%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	652	14.9912%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	313	33.7607%	Low	High	Moderate Adverse
11	B1125 through Westleton	242	253	4.5455%	Very Low	High	Minor Adverse
13d	A1120	296	334	12.8378%	Very Low	High	Minor Adverse
34b	Main Road (E)	419	412	-1.6706%	Very Low	High	Minor Beneficial
41	B1125 through Middleton	204	238	16.6667%	Very Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	282	318	12.7660%	Very Low	High	Minor Adverse

Table 1.9: Severance 2028 Preferred Strategy (Busiest Day) 24 Hour AAWT

Link Number	Link Name	Reference Case (24 Hour AAWT total vehicle)	Reference Case + Sizewell (24 hr AAWT total vehicle)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	2958	3540	20%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	6490	103%	High	Medium	Major Adverse
4b	Lovers Lane	2968	3408	15%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	9307	67%	Medium	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	4414	7744	75%	Medium	High	Major Adverse
6	B1119 Samundham Road	5131	5901	15%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	7388	13%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3387	4144	22%	Very Low	High	Minor Adverse
9b	Snape Road	4669	5275	13%	Very Low	High	Minor Adverse
10	B1122 through Theberton	5563	509	-91%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	7927	7926454%	High	Medium	Major Adverse
11	B1125 through Westleton	2693	2979	11%	Very Low	High	Minor Adverse
12a	B1121 (N)	5132	5301	3%	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	5897	11%	Very Low	High	Minor Adverse
13a	A12 (N)	15820	16724	6%	Very Low	Low	Negligible
13b	B1122	3964	4317	9%	Very Low	Low	Negligible
13d	A1120	4111	4693	14%	Very Low	High	Minor Adverse
16	A12 Wrentham	10620	11775	11%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT total vehicle)	Reference Case + Sizewell (24 hr AAWT total vehicle)	% Change	Magnitude	Sensitivity	Effect Significance
19b	A12 (N)	15091	15148	0%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13471	14297	6%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15918	16674	5%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15531	16105	4%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	18934	7%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	22419	298	-99%	High	Medium	Major Beneficial
23	A12 Farnham Bend	22412	279	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	23416	23415691%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	22389	265	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	22389	23687	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	24352	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24724	26654	8%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	5534	21%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3353	3434	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2070	2238	8%	Very Low	Very low	Negligible
32a	A12 (N)	25811	27532	7%	Very Low	Very low	Negligible
32c	A12 (S)	42586	43932	3%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	7316	7650	5%	Very Low	High	Minor Adverse
38b	A12 Woodbridge n/o B1079	42586	43932	3%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	2112	2760	31%	Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT total vehicle)	Reference Case + Sizewell (24 hr AAWT total vehicle)	% Change	Magnitude	Sensitivity	Effect Significance
51	B1078 (through Gibraltar)	8830	9705	10%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7502	8153	9%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	5716	14%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	2071	2070481%	High	Medium	Major Adverse
59	A12 (south of SLR)	12800	14175	11%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	6036	6036183%	High	Medium	Major Adverse
64	B1122 north of SZC access	5563	8163	47%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	4103	4102476%	High	Medium	Major Adverse
66	B1122 west of B1125	3313	117	-96%	High	Medium	Major Beneficial
67	Main Site Access	0	5530	5530248%	High	Very low	Minor Adverse
68	Darsham P&R	0	2563	2562448%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	2246	2245839%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	2071	4505	118%	High	Very low	Minor Adverse
73	B1078 south of B1116	8083	9538	18%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3964	346	-91%	High	Medium	Major Beneficial
75	Lovers Lane	2968	3548	20%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5450	6384	17%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4259	5681	33%	Low	Medium	Minor Adverse
78	A12 (north of B1121)	15963	16514	3%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	751	884	18%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT total vehicle)	Reference Case + Sizewell (24 hr AAWT total vehicle)	% Change	Magnitude	Sensitivity	Effect Significance
83	A145 west of A12	2528	2965	17%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	10699	13%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	13428	11%	Very Low	Very low	Negligible
86	A12 south of B1387	10297	11831	15%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48145	48697	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	39306	39979	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3860	4415	14%	Very Low	High	Minor Adverse

Table 1.10: Severance 2028 Preferred Strategy (Busiest Day) Representative Hour

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	353	402	14%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	High	Medium	Major Adverse
4b	Lovers Lane	357	395	11%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	863	68%	Medium	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	124%	High	High	Major Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	652	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	313	34%	Low	High	Moderate Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
10	B1122 through Theberton	513	48	-91%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	652	651600%	High	Medium	Major Adverse
11	B1125 through Westleton	242	253	5%	Very Low	High	Minor Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	333	13%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1169	8%	Very Low	Low	Negligible
13b	B1122	342	370	8%	Very Low	Low	Negligible
13d	A1120	296	334	13%	Very Low	High	Minor Adverse
16	A12 Wrentham	776	900	16%	Very Low	High	Minor Adverse
19b	A12 (N)	1167	1163	0%	Very Low	Medium	Minor Beneficial

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
21b	A12 (north of B1119)	856	914	7%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	1034	5%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	1033	5%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1196	6%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	1517	26	-98%	High	Medium	Major Beneficial
23	A12 Farnham Bend	1514	21	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	1561	1560500%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	1511	1580	5%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1620	5%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1882	9%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	357	27%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	114	12%	Very Low	Very low	Negligible
32a	A12 (N)	1804	1951	8%	Very Low	Very low	Negligible
32c	A12 (S)	3048	3201	5%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	419	417	0%	Very Low	High	Minor Beneficial
38b	A12 Woodbridge n/o B1079	3048	3201	5%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	204	238	17%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	653	12%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
52	B1078 (west of Coddenham)	521	578	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	466	14%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	130	129700%	High	Medium	Major Adverse
59	A12 (south of SLR)	813	912	12%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	476	476300%	High	Medium	Major Adverse
64	B1122 north of SZC access	513	680	33%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	354	353500%	High	Medium	Major Adverse
66	B1122 west of B1125	300	9	-97%	High	Medium	Major Beneficial
67	Main Site Access	0	473	472900%	High	Very low	Minor Adverse
68	Darsham P&R	0	291	290900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	217	216900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	102	316	210%	High	Very low	Minor Adverse
73	B1078 south of B1116	589	701	19%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	High	Medium	Major Beneficial
75	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	572	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	1092	5%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	51	-4%	Very Low	High	Minor Beneficial
83	A145 west of A12	207	234	13%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
84	A12 south of B1126	709	837	18%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1026	16%	Very Low	Very low	Negligible
86	A12 south of B1387	697	855	23%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3249	3%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2691	3%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.11: Severance 2028 Preferred Strategy (Busiest Day) (08:00-09:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	433	559	29.0993%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	395	509	28.8608%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	465	500	7.5269%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	501	521	3.9920%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	266	290	9.0226%	Very Low	High	Minor Adverse
11	B1125 through Westleton	222	225	1.3514%	Very Low	High	Minor Adverse
13d	A1120	319	336	5.3292%	Very Low	High	Minor Adverse
34b	Main Road (E)	406	435	7.1429%	Very Low	High	Minor Adverse
41	B1125 through Middleton	167	204	22.1557%	Very Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	304	320	5.2632%	Very Low	High	Minor Adverse

Table 1.12: Severance 2028 Preferred Strategy (Busiest Day) (15:00-16:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	456	688	50.8772%	Low	High	Moderate Adverse
5	B1122 Abbey Road (existing level crossing)	453	659	45.4746%	Low	High	Moderate Adverse
6	B1119 Samundham Road	483	551	14.0787%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	528	574	8.7121%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	288	320	11.1111%	Very Low	High	Minor Adverse
11	B1125 through Westleton	228	255	11.8421%	Very Low	High	Minor Adverse
13d	A1120	391	435	11.2532%	Very Low	High	Minor Adverse
34b	Main Road (E)	577	629	9.0121%	Very Low	High	Minor Adverse
41	B1125 through Middleton	174	233	33.9080%	Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	359	404	12.5348%	Very Low	High	Minor Adverse

Table 1.13: Severance 2028 Typical Day (Intergrated Strategy) 24 Hour AAWT

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	2958	3554	20%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	6484	103%	High	Medium	Major Adverse
4b	Lovers Lane	2968	3421	15%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	9323	67%	Medium	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	4414	7744	75%	Medium	High	Major Adverse
6	B1119 Samundham Road	5131	5878	15%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	7390	13%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3387	4146	22%	Very Low	High	Minor Adverse
9b	Snape Road	4669	5267	13%	Very Low	High	Minor Adverse
10	B1122 through Theberton	5563	492	-91%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	7909	7909116%	High	Medium	Major Adverse
11	B1125 through Westleton	2693	2979	11%	Very Low	High	Minor Adverse
12a	B1121 (N)	5132	5261	3%	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	5877	10%	Very Low	High	Minor Adverse
13a	A12 (N)	15820	16772	6%	Very Low	Low	Negligible
13b	B1122	3964	4304	9%	Very Low	Low	Negligible
13d	A1120	4111	4672	14%	Very Low	High	Minor Adverse
16	A12 Wrentham	10620	11794	11%	Very Low	High	Minor Adverse
19b	A12 (N)	15091	15160	0%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13471	14321	6%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
21c	A12 (middle)	15918	16687	5%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15531	16164	4%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	18991	7%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	22419	298	-99%	High	Medium	Major Beneficial
23	A12 Farnham Bend	22412	279	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	23494	23493895%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	22389	265	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	22389	23764	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	24431	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24724	26782	8%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	5524	20%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3353	3436	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2070	2240	8%	Very Low	Very low	Negligible
32a	A12 (N)	25811	27693	7%	Very Low	Very low	Negligible
32c	A12 (S)	42586	44134	4%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	7316	7569	3%	Very Low	High	Minor Adverse
38b	A12 Woodbridge n/o B1079	42586	44134	4%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	2112	2765	31%	Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8830	9671	10%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7502	8071	8%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	5720	14%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
57	Sizewell Link Road (east of A12)	0	2051	2050401%	High	Medium	Major Adverse
59	A12 (south of SLR)	12800	14230	11%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	6007	6007193%	High	Medium	Major Adverse
64	B1122 north of SZC access	5563	8131	46%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	4092	4091621%	High	Medium	Major Adverse
66	B1122 west of B1125	3313	117	-96%	High	Medium	Major Beneficial
67	Main Site Access	0	5482	5482205%	High	Very low	Minor Adverse
68	Darsham P&R	0	2563	2562448%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	2277	2276789%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	2071	4523	118%	High	Very low	Minor Adverse
73	B1078 south of B1116	8083	9553	18%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3964	340	-91%	High	Medium	Major Beneficial
75	Lovers Lane	2968	3561	20%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5450	6390	17%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4259	5683	33%	Low	Medium	Minor Adverse
78	A12 (north of B1121)	15963	16580	4%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	751	872	16%	Very Low	High	Minor Adverse
83	A145 west of A12	2528	2981	18%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	10724	13%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	13457	11%	Very Low	Very low	Negligible
86	A12 south of B1387	10297	11872	15%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
87	A12 south of Eagle Way/Anson Rd roundabout	48145	48943	2%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	39306	40141	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3860	4390	14%	Very Low	High	Minor Adverse

Table 1.14: Severance 2028 Typical Day (Intergrated Strategy) Representative Hour

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	353	402	14%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	High	Medium	Major Adverse
4b	Lovers Lane	357	395	11%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	863	68%	Medium	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	124%	High	High	Major Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	652	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	313	34%	Low	High	Moderate Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
10	B1122 through Theberton	513	40	-92%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	655	654900%	High	Medium	Major Adverse
11	B1125 through Westleton	242	253	5%	Very Low	High	Minor Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	333	13%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1169	8%	Very Low	Low	Negligible
13b	B1122	342	369	8%	Very Low	Low	Negligible
13d	A1120	296	334	13%	Very Low	High	Minor Adverse
16	A12 Wrentham	776	900	16%	Very Low	High	Minor Adverse
19b	A12 (N)	1167	1163	0%	Very Low	Medium	Minor Beneficial

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
21b	A12 (north of B1119)	856	914	7%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	1033	5%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	1030	5%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1195	5%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	1517	26	-98%	High	Medium	Major Beneficial
23	A12 Farnham Bend	1514	21	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	1559	1558900%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	1511	1578	4%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1618	5%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1892	10%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	355	26%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	112	10%	Very Low	Very low	Negligible
32a	A12 (N)	1804	1963	9%	Very Low	Very low	Negligible
32c	A12 (S)	3048	3210	5%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	419	412	-2%	Very Low	High	Minor Beneficial
38b	A12 Woodbridge n/o B1079	3048	3210	5%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	204	238	17%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	651	11%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
52	B1078 (west of Coddenham)	521	578	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	467	14%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	127	126900%	High	Medium	Major Adverse
59	A12 (south of SLR)	813	910	12%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	471	470900%	High	Medium	Major Adverse
64	B1122 north of SZC access	513	677	32%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	352	351900%	High	Medium	Major Adverse
66	B1122 west of B1125	300	9	-97%	High	Medium	Major Beneficial
67	Main Site Access	0	470	469900%	High	Very low	Minor Adverse
68	Darsham P&R	0	291	290900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	224	223900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	102	321	215%	High	Very low	Minor Adverse
73	B1078 south of B1116	589	711	21%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	High	Medium	Major Beneficial
75	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	572	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	1091	5%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	51	-4%	Very Low	High	Minor Beneficial
83	A145 west of A12	207	235	14%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
84	A12 south of B1126	709	837	18%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1027	16%	Very Low	Very low	Negligible
86	A12 south of B1387	697	856	23%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3248	3%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2691	3%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.15: Severance 2028 Busiest Day (Intergrated Strategy) 24 Hour AAWT

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	2958	3540	20%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	6490	103%	High	Medium	Major Adverse
4b	Lovers Lane	2968	3408	15%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	9307	67%	Medium	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	4414	7744	75%	Medium	High	Major Adverse
6	B1119 Samundham Road	5131	5901	15%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	7388	13%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3387	4144	22%	Very Low	High	Minor Adverse
9b	Snape Road	4669	5275	13%	Very Low	High	Minor Adverse
10	B1122 through Theberton	5563	509	-91%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	8227	8226454%	High	Medium	Major Adverse
11	B1125 through Westleton	2693	2979	11%	Very Low	High	Minor Adverse
12a	B1121 (N)	5132	5301	3%	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	5897	11%	Very Low	High	Minor Adverse
13a	A12 (N)	15820	16769	6%	Very Low	Low	Negligible
13b	B1122	3964	4362	10%	Very Low	Low	Negligible
13d	A1120	4111	4693	14%	Very Low	High	Minor Adverse
16	A12 Wrentham	10620	11805	11%	Very Low	High	Minor Adverse
17a	A12 (N)	11772	13539	15%	Very Low	Medium	Minor Adverse
17c	A12 (S)	9661	11278	17%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
19b	A12 (N)	15091	15178	1%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13471	14552	8%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15918	16929	6%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15531	16360	5%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	19189	8%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	22419	298	-99%	High	Medium	Major Beneficial
23	A12 Farnham Bend	22412	279	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	23671	23670691%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	22389	265	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	22389	23942	7%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	24607	7%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24724	26909	9%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	5534	21%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3353	3434	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2070	2238	8%	Very Low	Very low	Negligible
32a	A12 (N)	25811	27787	8%	Very Low	Very low	Negligible
32c	A12 (S)	42586	44187	4%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	49112	49737	1%	Very Low	Very low	Negligible
34b	Main Road (E)	7316	7650	5%	Very Low	High	Minor Adverse
34c	A12 (S)	40853	41579	2%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	42586	44187	4%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
41	B1125 through Middleton	2112	2760	31%	Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8830	9705	10%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7502	8153	9%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	5716	14%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	10259	11954	17%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	2326	2325481%	High	Medium	Major Adverse
59	A12 (south of SLR)	12800	14430	13%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	6336	6336183%	High	Medium	Major Adverse
64	B1122 north of SZC access	5563	8463	52%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	4148	4147476%	High	Medium	Major Adverse
66	B1122 west of B1125	3313	117	-96%	High	Medium	Major Beneficial
67	Main Site Access	0	5830	5830248%	High	Very low	Minor Adverse
68	Darsham P&R	0	2563	2562448%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	2262	2262063%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	2071	4505	118%	High	Very low	Minor Adverse
73	B1078 south of B1116	8083	9538	18%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3964	346	-91%	High	Medium	Major Beneficial
75	Lovers Lane	2968	3548	20%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5450	6384	17%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4259	5681	33%	Low	Medium	Minor Adverse
78	A12 (north of B1121)	15963	16769	5%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
82	B1438 Melton Hill	751	884	18%	Very Low	High	Minor Adverse
83	A145 west of A12	2528	2980	18%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	10729	13%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	13458	11%	Very Low	Very low	Negligible
86	A12 south of B1387	10297	11876	15%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48145	48952	2%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	39306	40234	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3860	4415	14%	Very Low	High	Minor Adverse

Table 1.16: Severance 2028 Busiest Day (Intergrated Strategy) Representative Hour

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	353	402	14%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	High	Medium	Major Adverse
4b	Lovers Lane	357	395	11%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	863	68%	Medium	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	124%	High	High	Major Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	652	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	313	34%	Low	High	Moderate Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
10	B1122 through Theberton	513	48	-91%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	667	666900%	High	Medium	Major Adverse
11	B1125 through Westleton	242	253	5%	Very Low	High	Minor Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	333	13%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1171	8%	Very Low	Low	Negligible
13b	B1122	342	372	9%	Very Low	Low	Negligible
13d	A1120	296	334	13%	Very Low	High	Minor Adverse
16	A12 Wrentham	776	902	16%	Very Low	High	Minor Adverse
17a	A12 (N)	858	1023	19%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
17c	A12 (S)	664	828	25%	Very Low	Medium	Minor Adverse
19b	A12 (N)	1167	1165	0%	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	856	928	8%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	1048	7%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	1047	7%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1210	7%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	1517	26	-98%	High	Medium	Major Beneficial
23	A12 Farnham Bend	1514	21	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	1575	1574900%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	1511	1595	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1635	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1898	10%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	357	27%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	114	12%	Very Low	Very low	Negligible
32a	A12 (N)	1804	1967	9%	Very Low	Very low	Negligible
32c	A12 (S)	3048	3218	6%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	3547	3662	3%	Very Low	Very low	Negligible
34b	Main Road (E)	419	417	0%	Very Low	High	Minor Beneficial

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
34c	A12 (S)	2598	2694	4%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	3048	3218	6%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	204	238	17%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	653	12%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	578	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	466	14%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	689	859	25%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	143	142900%	High	Medium	Major Adverse
59	A12 (south of SLR)	813	925	14%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	492	491900%	High	Medium	Major Adverse
64	B1122 north of SZC access	513	695	35%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	356	355900%	High	Medium	Major Adverse
66	B1122 west of B1125	300	9	-97%	High	Medium	Major Beneficial
67	Main Site Access	0	488	487900%	High	Very low	Minor Adverse
68	Darsham P&R	0	291	290900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	217	216900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	102	316	210%	High	Very low	Minor Adverse
73	B1078 south of B1116	589	701	19%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	High	Medium	Major Beneficial
75	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
76	B1069 (north of Aldringham Lane)	475	572	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	1106	6%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	51	-4%	Very Low	High	Minor Beneficial
83	A145 west of A12	207	235	14%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	839	18%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1028	16%	Very Low	Very low	Negligible
86	A12 south of B1387	697	857	23%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3266	4%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2708	4%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.17: Severance 2034 Operational 24 Hour AAWT

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	3094	3341	8%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3415	4513	32%	Low	Medium	Minor Adverse
4c	B1122 (N)	5773	7259	26%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4683	5702	22%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5630	5727	2%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6833	7214	6%	Very Low	High	Minor Adverse
9b	Snape Road	4935	5197	5%	Very Low	High	Minor Adverse
10	B1122 through Theberton	5758	387	-93%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	6369	6368476%	High	Medium	Major Adverse
11	B1125 through Westleton	2811	2925	4%	Very Low	High	Minor Adverse
12b	B1119 (E)	5838	5799	-1%	Very Low	High	Minor Beneficial
12c	B1121 (S)	4402	4755	8%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	23517	301	-99%	High	Medium	Major Beneficial
23	A12 Farnham Bend	23514	292	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	23583	23583342%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	23485	264	-99%	High	Medium	Major Beneficial
28c	B1438 High Street, Wickham Market	3609	3626	0%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2208	2234	1%	Very Low	Very low	Negligible
41	B1125 through Middleton	2169	2709	25%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	1092	1092030%	High	Medium	Major Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
63	Theberton Bypass (west of B1125)	0	4561	4561264%	High	Medium	Major Adverse
64	B1122 north of SZC access	5758	6452	12%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	3599	3598616%	High	Medium	Major Adverse
66	B1122 west of B1125	3443	87	-97%	High	Medium	Major Beneficial
67	Main Site Access	0	1617	1616522%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	2209	2235	1%	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	4152	344	-92%	High	Medium	Major Beneficial
76	B1069 (north of Aldringham Lane)	5689	6071	7%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4400	4579	4%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	952	938	-1%	Very Low	High	Minor Beneficial
83	A145 west of A12	2597	2597	0%	Very Low	Medium	Minor Beneficial
84	A12 south of B1126	9892	9880	0%	Very Low	Medium	Minor Beneficial
85	A12 south of A1095	12624	12625	0%	Very Low	Very low	Negligible
86	A12 south of B1387	10654	10591	-1%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	50899	50961	0%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	41316	41348	0%	Very Low	Very low	Negligible
91	A1152 at Eyke	7076	7182	1%	Very Low	High	Minor Adverse

Table 1.18: Severance 2034 Operational Representative Hour

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	283	312	10%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	342	802	135%	High	Medium	Major Adverse
4c	B1122 (N)	537	1048	95%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	468	902	93%	High	High	Major Adverse
6	B1119 Samundham Road	541	657	21%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	566	743	31%	Low	High	Moderate Adverse
9b	Snape Road	484	612	26%	Very Low	High	Minor Adverse
10	B1122 through Theberton	535	43	-92%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	694	693900%	High	Medium	Major Adverse
11	B1125 through Westleton	252	336	33%	Low	High	Moderate Adverse
12b	B1119 (E)	564	660	17%	Very Low	High	Minor Adverse
12c	B1121 (S)	431	573	33%	Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	2039	23	-99%	High	Medium	Major Beneficial
23	A12 Farnham Bend	2040	23	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	2099	2098900%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	2041	26	-99%	High	Medium	Major Beneficial
28c	B1438 High Street, Wickham Market	338	341	1%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	193	192	-1%	Very Low	Very low	Negligible
41	B1125 through Middleton	204	320	57%	Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
57	Sizewell Link Road (east of A12)	0	118	117900%	High	Medium	Major Adverse
63	Theberton Bypass (west of B1125)	0	439	438900%	High	Medium	Major Adverse
64	B1122 north of SZC access	535	708	32%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	333	332900%	High	Medium	Major Adverse
66	B1122 west of B1125	316	13	-96%	High	Medium	Major Beneficial
67	Main Site Access	0	658	657900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	193	192	-1%	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	374	30	-92%	High	Medium	Major Beneficial
76	B1069 (north of Aldringham Lane)	470	645	37%	Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	376	425	13%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	83	81	-2%	Very Low	High	Minor Beneficial
83	A145 west of A12	250	249	0%	Very Low	Medium	Minor Beneficial
84	A12 south of B1126	832	832	0%	Very Low	Medium	Nil
85	A12 south of A1095	1078	1078	0%	Very Low	Very low	Nil
86	A12 south of B1387	925	920	-1%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	4016	4017	0%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	3129	3130	0%	Very Low	Very low	Negligible
91	A1152 at Eyke	578	639	11%	Very Low	High	Minor Adverse

Table 1.19: Severance 2034 Operational (08:00-09:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	450	904	100.8889%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	414	789	90.5797%	High	High	Major Adverse
6	B1119 Samundham Road	531	661	24.4821%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	526	626	19.0114%	Very Low	High	Minor Adverse
11	B1125 through Westleton	232	314	35.3448%	Low	High	Moderate Adverse
41	B1125 through Middleton	171	293	71.3450%	Medium	Medium	Moderate Adverse

Table 1.20: Severance 2034 Operational (15:00-16:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	480	503	4.7917%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	508	483	-4.9213%	Very Low	High	Minor Beneficial
6	B1119 Samundham Road	533	514	-3.5647%	Very Low	High	Minor Beneficial
7	B1069 Coldfair Green	562	559	-0.5338%	Very Low	High	Minor Beneficial
11	B1125 through Westleton	243	237	-2.4691%	Very Low	High	Minor Beneficial
41	B1125 through Middleton	182	212	16.4835%	Very Low	Medium	Minor Adverse

1.2 Pedestrian Delay

Table 1.21: Pedestrian Delay 2023 Early Years 24 Hour AAWT

Link Number	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
1	Sizewell Gap	6574	274	1.60	7288	304	1.68	0.08	Very Low	Medium	Minor Adverse
2	King George's Avenue	4431	185	1.41	5129	214	1.47	0.05	Very Low	High	Minor Adverse
3	Lovers Lane (LEEIE)	2842	118	1.32	4343	181	1.41	0.09	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3039	127	1.33	3500	146	1.36	0.02	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2847	119	1.32	4123	172	1.39	0.07	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5437	227	1.49	7070	295	1.65	0.16	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4215	176	1.40	4678	195	1.43	0.03	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
6	B1119 Samundham Road	4757	198	1.44	5219	217	1.47	0.04	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6270	261	1.57	6718	280	1.62	0.05	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3279	137	1.34	3378	141	1.35	0.01	Very Low	High	Minor Adverse
9b	Snape Road	4474	186	1.42	4608	192	1.43	0.01	Very Low	High	Minor Adverse
10	B1122 through Theberton	5424	226	1.49	7057	294	1.65	0.16	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2601	108	1.31	3139	131	1.34	0.02	Very Low	High	Minor Adverse
12a	B1121 (N)	4998	208	1.46	5334	222	1.48	0.03	Very Low	High	Minor Adverse
12b	B1119 (E)	4946	206	1.45	5412	225	1.49	0.04	Very Low	High	Minor Adverse
12c	B1121 (S)	3838	160	1.38	4405	184	1.41	0.04	Very Low	Medium	Minor Adverse
13b	B1122	3836	160	1.38	4947	206	1.45	0.08	Very Low	Low	Negligible

Link Number	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
13c	A12 (middle)	15257	636	3.09	16622	693	3.44	0.34	Very Low	High	Minor Adverse
13d	A1120	3891	162	1.38	4361	182	1.41	0.03	Very Low	High	Minor Adverse
13e	A12 (S)	12582	524	2.51	13681	570	2.74	0.23	Very Low	Medium	Minor Adverse
16	A12 Wrentham	10037	418	2.05	10684	445	2.16	0.11	Very Low	High	Minor Adverse
17b	B1125	1913	80	1.29	2399	100	1.31	0.02	Very Low	Medium	Minor Adverse
19b	A12 (N)	11311	471	2.27	12205	509	2.43	0.17	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	12862	536	2.56	14072	586	2.82	0.26	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15132	630	3.06	16360	682	3.37	0.31	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	14504	604	2.92	15410	642	3.13	0.21	Very Low	Medium	Minor Adverse
22a	A12 (N)	16815	701	3.49	18216	759	3.88	0.39	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
22b	A1094	8116	338	1.78	8804	367	1.87	0.09	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	21368	890	4.86	23099	962	5.47	0.61	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	21358	890	4.86	23082	962	5.46	0.60	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	21338	889	4.85	23056	961	5.45	0.60	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	21338	889	4.85	23056	961	5.45	0.60	Very Low	Medium	Minor Adverse
26	A12 Marlesford	21987	916	5.07	23694	987	5.69	0.61	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	23485	979	5.61	24787	1033	6.10	0.50	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4392	183	1.41	4737	197	1.44	0.02	Very Low	High	Minor Adverse
29	B1078 onslip to A12	1938	81	1.29	2077	87	1.29	0.00	Very Low	Very low	Negligible
32a	A12 (N)	24586	1024	6.02	25771	1074	6.49	0.47	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
32c	A12 (S)	41325	1722	14.72	42298	1762	15.36	0.64	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	48192	2008	19.57	48564	2023 Early Years	19.85	0.28	Very Low	Very low	Negligible
34c	A12 (S)	38785	1616	13.12	39112	1630	13.32	0.20	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	41325	1722	14.72	42298	1762	15.36	0.64	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	2059	86	1.29	2588	108	1.31	0.02	Very Low	Medium	Minor Adverse
42	B1125 (south of B1387)	2147	89	1.30	2645	110	1.32	0.02	Very Low	Medium	Minor Adverse
44	A1120 (west of Dennington)	4629	193	1.43	4839	202	1.44	0.02	Very Low	High	Minor Adverse
53a	A144 (west of A12)	4880	203	1.45	5020	209	1.46	0.01	Very Low	High	Minor Adverse
58	A12 (north of SLR)	12294	512	2.45	13378	557	2.67	0.22	Very Low	Very low	Negligible
59	A12 (south of SLR)	12294	512	2.45	13585	566	2.71	0.26	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
64	B1122 north of SZC access	5424	226	1.49	7057	294	1.65	0.16	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3227	134	1.34	4320	180	1.41	0.06	Very Low	Medium	Minor Adverse
67	Main Site Access	0	0	1.26	792	33	1.26	0.00	Very Low	Very low	Negligible
68	Darsham P&R	0	0	1.26	282	12	1.26	0.00	Very Low	Very low	Negligible
69	Wickham Market P&R	0	0	1.26	225	9	1.26	0.00	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	1939	81	1.29	2262	94	1.30	0.01	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	3836	160	1.38	4923	205	1.45	0.08	Very Low	Medium	Minor Adverse
75	Lovers Lane	2847	119	1.32	4343	181	1.41	0.08	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	14579	607	2.94	15514	646	3.16	0.22	Very Low	Medium	Minor Adverse
83	A145 west of A12	2473	103	1.31	2651	110	1.32	0.01	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
84	A12 south of B1126	8982	374	1.90	9636	402	1.99	0.10	Very Low	Medium	Minor Adverse
85	A12 south of A1095	11486	479	2.30	12197	508	2.43	0.13	Very Low	Very low	Negligible
86	A12 south of B1387	9856	411	2.03	10246	427	2.09	0.06	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	45374	1891	17.49	45779	1907	17.78	0.29	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	37558	1565	12.38	38207	1592	12.77	0.39	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3642	152	1.36	4114	171	1.39	0.03	Very Low	High	Minor Adverse

Table 1.22: Pedestrian Delay 2023 Early Years Representative Hour

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		Vehicles per hour	Mean Pedestrian Delay (seconds)	Vehicles per hour	Mean Pedestrian Delay (seconds)				
1	Sizewell Gap	694	3.45	772	3.97	0.52	Very Low	Medium	Minor Adverse
2	King George's Avenue	418	2.05	588	2.83	0.78	Very Low	High	Minor Adverse
3	Lovers Lane (LEEIE)	348	1.81	567	2.72	0.91	Very Low	Medium	Minor Adverse
4a	B1122 (S)	221	1.48	306	1.69	0.20	Very Low	Medium	Minor Adverse
4b	Lovers Lane	351	1.82	538	2.57	0.75	Very Low	Medium	Minor Adverse
4c	B1122 (N)	503	2.41	760	3.88	1.47	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	247	1.54	331	1.76	0.22	Very Low	High	Minor Adverse
6	B1119 Samundham Road	263	1.57	344	1.80	0.22	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	540	2.58	668	3.29	0.70	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	227	1.49	252	1.55	0.05	Very Low	High	Minor Adverse
9b	Snape Road	312	1.70	347	1.81	0.10	Very Low	High	Minor Adverse
10	B1122 through Theberton	503	2.41	782	4.04	1.63	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	235	1.51	378	1.91	0.40	Very Low	High	Minor Adverse
12a	B1121 (N)	299	1.67	337	1.78	0.11	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		Vehicles per hour	Mean Pedestrian Delay (seconds)	Vehicles per hour	Mean Pedestrian Delay (seconds)				
12b	B1119 (E)	279	1.61	363	1.86	0.24	Very Low	High	Minor Adverse
12c	B1121 (S)	223	1.49	291	1.64	0.16	Very Low	Medium	Minor Adverse
13b	B1122	334	1.77	476	2.29	0.52	Very Low	Low	Negligible
13c	A12 (middle)	1014	5.93	1252	8.38	2.45	Very Low	High	Minor Adverse
13d	A1120	287	1.63	396	1.97	0.34	Very Low	High	Minor Adverse
13e	A12 (S)	795	4.13	986	5.67	1.54	Very Low	Medium	Minor Adverse
16	A12 Wrentham	744	3.77	909	5.01	1.24	Very Low	High	Minor Adverse
17b	B1125	191	1.43	321	1.73	0.30	Very Low	Medium	Minor Adverse
19b	A12 (N)	1071	6.47	1068	6.44	-0.03	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	823	4.34	1022	6.00	1.67	Very Low	Medium	Minor Adverse
21c	A12 (middle)	944	5.31	1146	7.22	1.92	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	928	5.17	1114	6.89	1.72	Very Low	Medium	Minor Adverse
22a	A12 (N)	1073	6.49	1312	9.07	2.59	Very Low	Very low	Negligible
22b	A1094	642	3.13	814	4.27	1.14	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1442	10.70	1755	15.24	4.54	Low	Medium	Minor Adverse
23	A12 Farnham Bend	1439	10.66	1751	15.18	4.52	Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	1435	10.61	1745	15.08	4.48	Low	Medium	Minor Adverse
25	A12 Little Glemham	1435	10.61	1746	15.10	4.49	Low	Medium	Minor Adverse
26	A12 Marlesford	1472	11.10	1781	15.66	4.56	Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		Vehicles per hour	Mean Pedestrian Delay (seconds)	Vehicles per hour	Mean Pedestrian Delay (seconds)				
27	A12 south of Wickham Market	1663	13.82	1908	17.79	3.97	Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	254	1.55	293	1.65	0.10	Very Low	High	Minor Adverse
29	B1078 onslip to A12	92	1.30	125	1.33	0.03	Very Low	Very low	Negligible
32a	A12 (N)	1746	15.10	1980	19.06	3.96	Low	Very low	Negligible
32c	A12 (S)	2940	40.50	3179	47.14	6.64	Medium	Medium	Moderate Adverse
33	A12 south of Woodbridge	3469	55.89	3647	61.64	5.75	Medium	Very low	Minor Adverse
34c	A12 (S)	2463	28.80	2577	31.41	2.61	Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	2940	40.50	3179	47.14	6.64	Medium	Medium	Moderate Adverse
41	B1125 through Middleton	200	1.44	341	1.79	0.35	Very Low	Medium	Minor Adverse
42	B1125 (south of B1387)	209	1.46	343	1.79	0.34	Very Low	Medium	Minor Adverse
44	A1120 (west of Dennington)	348	1.81	391	1.95	0.14	Very Low	High	Minor Adverse
53a	A144 (west of A12)	392	1.96	436	2.12	0.17	Very Low	High	Minor Adverse
58	A12 (north of SLR)	784	4.05	971	5.54	1.49	Very Low	Very low	Negligible
59	A12 (south of SLR)	784	4.05	1000	5.80	1.75	Very Low	Very low	Negligible
64	B1122 north of SZC access	503	2.41	782	4.04	1.63	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	294	1.65	431	2.10	0.45	Very Low	Medium	Minor Adverse
67	Main Site Access	0	1.26	162	1.38	0.12	Very Low	Very low	Negligible
68	Darsham P&R	0	1.26	88	1.30	0.04	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		Vehicles per hour	Mean Pedestrian Delay (seconds)	Vehicles per hour	Mean Pedestrian Delay (seconds)				
69	Wickham Market P&R	0	1.26	67	1.28	0.02	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	92	1.30	191	1.43	0.13	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	334	1.77	471	2.27	0.50	Very Low	Medium	Minor Adverse
75	Lovers Lane	351	1.82	568	2.72	0.91	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	952	5.37	1149	7.25	1.88	Very Low	Medium	Minor Adverse
83	A145 west of A12	204	1.45	237	1.52	0.07	Very Low	Medium	Minor Adverse
84	A12 south of B1126	679	3.35	847	4.52	1.16	Very Low	Medium	Minor Adverse
85	A12 south of A1095	850	4.54	1037	6.14	1.60	Very Low	Very low	Negligible
86	A12 south of B1387	672	3.31	768	3.94	0.63	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2982	41.63	3115	45.31	3.68	Low	Very low	Negligible
88	A12 south of Foxhall Road	2508	29.82	2636	32.81	2.99	Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	273	1.60	380	1.92	0.32	Very Low	High	Minor Adverse

Table 1.23: Pedestrian Delay 2023 Early Years (08:00-09:00)

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		Vehicles per hour	Mean Pedestrian Delay (seconds)	Vehicles per hour	Mean Pedestrian Delay (seconds)				
2	King George's Avenue	243	1.53	265	1.58	0.05	Very Low	High	Minor Adverse
4c	B1122 (N)	424	2.08	515	2.46	0.39	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	384	1.93	408	2.02	0.09	Very Low	High	Minor Adverse
6	B1119 Samundham Road	416	2.05	435	2.12	0.07	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	480	2.31	495	2.37	0.07	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	257	1.56	261	1.57	0.01	Very Low	High	Minor Adverse
11	B1125 through Westleton	216	1.47	231	1.50	0.03	Very Low	High	Minor Adverse
13d	A1120	306	1.69	327	1.75	0.06	Very Low	High	Minor Adverse
41	B1125 through Middleton	164	1.38	178	1.40	0.02	Very Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	290	1.64	312	1.70	0.06	Very Low	High	Minor Adverse

Table 1.24: Pedestrian Delay 2023 Early Years (15:00-16:00)

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		Vehicles per hour	Mean Pedestrian Delay (seconds)	Vehicles per hour	Mean Pedestrian Delay (seconds)				
2	King George's Avenue	271	1.59	290	1.64	0.05	Very Low	High	Minor Adverse
4c	B1122 (N)	441	2.14	528	2.53	0.38	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	427	2.09	457	2.21	0.12	Very Low	High	Minor Adverse
6	B1119 Samundham Road	440	2.14	462	2.23	0.09	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	505	2.42	519	2.48	0.07	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	272	1.60	274	1.60	0.00	Very Low	High	Minor Adverse
11	B1125 through Westleton	217	1.47	237	1.52	0.04	Very Low	High	Minor Adverse
13d	A1120	347	1.81	370	1.88	0.07	Very Low	High	Minor Adverse
41	B1125 through Middleton	166	1.39	186	1.42	0.03	Very Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	318	1.72	342	1.79	0.07	Very Low	High	Minor Adverse

Table 1.25: Pedestrian Delay 2028 Preferred Strategy (Typical Day) 24 Hour AAWT

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
3	Lovers Lane (LEEIE)	2958	123	1.33	3554	148	1.36	0.03	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	133	1.34	6484	270	1.59	0.25	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2968	124	1.33	3421	143	1.35	0.02	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	233	1.51	9323	388	1.95	0.44	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4414	184	1.41	7744	323	1.73	0.32	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5131	214	1.47	5878	245	1.53	0.06	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	272	1.59	7390	308	1.69	0.10	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3387	141	1.35	4146	173	1.40	0.05	Very Low	High	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
9b	Snape Road	4669	195	1.43	5267	219	1.48	0.05	Very Low	High	Minor Adverse
10	B1122 through Theberton	5563	232	1.50	492	21	1.26	-0.24	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	0	1.26	7759	323	1.73	0.47	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2693	112	1.32	2979	124	1.33	0.01	Very Low	High	Minor Adverse
12a	B1121 (N)	5132	214	1.47	5261	219	1.48	0.01	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	222	1.48	5877	245	1.53	0.05	Very Low	High	Minor Adverse
13a	A12 (N)	15820	659	3.23	16749	698	3.47	0.24	Very Low	Low	Negligible
13b	B1122	3964	165	1.38	4281	178	1.40	0.02	Very Low	Low	Negligible
13d	A1120	4111	171	1.39	4672	195	1.43	0.04	Very Low	High	Minor Adverse
16	A12 Wrentham	10620	443	2.15	11779	491	2.35	0.20	Very Low	High	Minor Adverse
21b	A12 (north of B1119)	13471	561	2.69	14193	591	2.85	0.16	Very Low	Medium	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
21c	A12 (middle)	15918	663	3.26	16560	690	3.42	0.16	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15531	647	3.16	16037	668	3.29	0.13	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	740	3.74	18864	786	4.06	0.32	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	22419	934	5.22	298	12	1.26	-3.96	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	22412	934	5.22	279	12	1.26	-3.96	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	0	1.26	23367	974	5.56	4.30	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	22389	933	5.21	265	11	1.26	-3.95	Very Low	Medium	Minor Beneficial
25	A12 Little Glemham	22389	933	5.21	23636	985	5.66	0.45	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	960	5.45	24303	1013	5.92	0.47	Very Low	Medium	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
27	A12 south of Wickham Market	24724	1030	6.08	26654	1111	6.86	0.78	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	191	1.43	5524	230	1.50	0.07	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3353	140	1.35	3436	143	1.35	0.00	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2070	86	1.29	2240	93	1.30	0.01	Very Low	Very low	Negligible
32a	A12 (N)	25811	1075	6.51	27565	1149	7.25	0.74	Very Low	Very low	Negligible
34b	Main Road (E)	7316	305	1.68	7569	315	1.71	0.03	Very Low	High	Minor Adverse
41	B1125 through Middleton	2112	88	1.30	2765	115	1.32	0.03	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8830	368	1.87	9671	403	2.00	0.12	Very Low	High	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
52	B1078 (west of Coddenham)	7502	313	1.70	8071	336	1.77	0.07	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	209	1.46	5720	238	1.52	0.06	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	0	1.26	1923	80	1.29	0.03	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	12800	533	2.55	14103	588	2.83	0.28	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	0	1.26	5857	244	1.53	0.27	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	5563	232	1.50	7981	333	1.76	0.26	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	0	1.26	4069	170	1.39	0.13	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3313	138	1.35	117	5	1.26	-0.09	Very Low	Medium	Minor Beneficial

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
67	Main Site Access	0	0	1.26	5332	222	1.48	0.22	Very Low	Very low	Negligible
68	Darsham P&R	0	0	1.26	2563	107	1.31	0.05	Very Low	Very low	Negligible
69	Wickham Market P&R	0	0	1.26	2261	94	1.30	0.04	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	2071	86	1.29	4523	188	1.42	0.13	Very Low	Very low	Negligible
73	B1078 south of B1116	8083	337	1.77	9553	398	1.98	0.20	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3964	165	1.38	340	14	1.26	-0.12	Very Low	Medium	Minor Beneficial
75	Lovers Lane	2968	124	1.33	3561	148	1.36	0.03	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5450	227	1.49	6390	266	1.58	0.09	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of	4259	177	1.40	5683	237	1.51	0.11	Very Low	Medium	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
	Aldringham Lane)										
78	A12 (north of B1121)	15963	665	3.27	16453	686	3.39	0.13	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	751	31	1.26	872	36	1.27	0.00	Very Low	High	Minor Adverse
83	A145 west of A12	2528	105	1.31	2974	124	1.33	0.02	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	396	1.97	10709	446	2.16	0.19	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	505	2.42	13442	560	2.68	0.27	Very Low	Very low	Negligible
86	A12 south of B1387	10297	429	2.10	11850	494	2.37	0.27	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48145	2006	19.53	48816	2034	20.04	0.51	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	39306	1638	13.44	40014	1667	13.88	0.44	Very Low	Very low	Negligible

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
90	A1120 Sibton (east of Mill Hill)	3860	161	1.38	4390	183	1.41	0.03	Very Low	High	Minor Adverse

Table 1.26: Pedestrian Delay 2028 Preferred Strategy (Typical Day) Representative Hour

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
3	Lovers Lane (LEEIE)	353	1.83	402	1.99	0.17	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	1.50	544	2.60	1.11	Very Low	Medium	Minor Adverse
4b	Lovers Lane	357	1.84	395	1.97	0.13	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	2.46	863	4.64	2.18	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	1.56	573	2.75	1.19	Very Low	High	Minor Adverse
6	B1119 Samundham Road	278	1.61	331	1.76	0.15	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	2.72	652	3.19	0.47	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	1.51	313	1.70	0.20	Very Low	High	Minor Adverse
9b	Snape Road	324	1.74	387	1.94	0.20	Very Low	High	Minor Adverse
10	B1122 through Theberton	513	2.45	40	1.27	-1.19	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	1.26	648	3.17	1.91	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	242	1.53	253	1.55	0.02	Very Low	High	Minor Adverse
12a	B1121 (N)	306	1.69	312	1.70	0.02	Very Low	High	Minor Adverse
12b	B1119 (E)	296	1.66	333	1.76	0.11	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
13a	A12 (N)	1082	6.58	1168	7.45	0.88	Very Low	Low	Negligible
13b	B1122	342	1.79	368	1.88	0.08	Very Low	Low	Negligible
13d	A1120	296	1.66	334	1.77	0.11	Very Low	High	Minor Adverse
16	A12 Wrentham	776	3.99	899	4.93	0.94	Very Low	High	Minor Adverse
21b	A12 (north of B1119)	856	4.59	907	5.00	0.41	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	5.63	1026	6.04	0.41	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	5.63	1023	6.01	0.38	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	7.09	1188	7.67	0.58	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	1517	11.71	26	1.26	-10.44	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	1514	11.67	21	1.26	-10.40	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	1.26	1552	12.20	10.94	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	1511	11.63	19	1.26	-10.36	Very Low	Medium	Minor Beneficial
25	A12 Little Glemham	1511	11.63	1571	12.46	0.84	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	12.11	1611	13.04	0.93	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	14.80	1884	17.38	2.58	Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	1.62	355	1.83	0.21	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
28c	B1438 High Street, Wickham Market	221	1.48	225	1.49	0.01	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	1.31	112	1.32	0.01	Very Low	Very low	Negligible
32a	A12 (N)	1804	16.04	1955	18.61	2.58	Low	Very low	Negligible
34b	Main Road (E)	419	2.06	412	2.03	-0.03	Very Low	High	Minor Beneficial
41	B1125 through Middleton	204	1.45	238	1.52	0.07	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	2.81	651	3.18	0.38	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	2.49	578	2.78	0.28	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	2.02	467	2.25	0.23	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	1.26	121	1.33	0.07	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	813	4.26	903	4.96	0.70	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	1.26	464	2.24	0.98	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	513	2.45	670	3.30	0.84	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	1.26	351	1.82	0.56	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	300	1.67	9	1.26	-0.41	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	1.26	463	2.23	0.97	Very Low	Very low	Negligible
68	Darsham P&R	0	1.26	291	1.64	0.38	Very Low	Very low	Negligible
69	Wickham Market P&R	0	1.26	224	1.49	0.23	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
70	A12 on-slip (west of WM P&R)	102	1.31	321	1.73	0.42	Very Low	Very low	Negligible
73	B1078 south of B1116	589	2.84	711	3.56	0.72	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	1.79	24	1.26	-0.53	Very Low	Medium	Minor Beneficial
75	Lovers Lane	357	1.84	407	2.01	0.17	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	2.28	572	2.75	0.46	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	1.66	449	2.18	0.51	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	6.18	1084	6.60	0.42	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	1.27	51	1.27	0.00	Very Low	High	Minor Beneficial
83	A145 west of A12	207	1.45	235	1.51	0.06	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	3.54	836	4.43	0.89	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	4.82	1026	6.04	1.22	Very Low	Very low	Negligible
86	A12 south of B1387	697	3.47	855	4.58	1.11	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	46.34	3240	48.91	2.57	Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	31.97	2682	33.93	1.95	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	1.62	318	1.72	0.10	Very Low	High	Minor Adverse

Table 1.27: Pedestrian Delay 2028 Preferred Strategy (Typical Day) (08:00-09:00)

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		Vehicles per hour	Mean Pedestrian Delay (seconds)	Vehicles per hour	Mean Pedestrian Delay (seconds)				
4c	B1122 (N)	515	2.46	863	4.64	2.18	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	1.56	573	2.75	1.19	Very Low	High	Minor Adverse
6	B1119 Samundham Road	278	1.61	331	1.76	0.15	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	2.72	652	3.19	0.47	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	1.51	313	1.70	0.20	Very Low	High	Minor Adverse
11	B1125 through Westleton	242	1.53	253	1.55	0.02	Very Low	High	Minor Adverse
13d	A1120	296	1.66	334	1.77	0.11	Very Low	High	Minor Adverse
34b	Main Road (E)	419	2.06	412	2.03	-0.03	Very Low	High	Minor Beneficial
41	B1125 through Middleton	204	1.45	238	1.52	0.07	Very Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	282	1.62	318	1.72	0.10	Very Low	High	Minor Adverse

Table 1.28: Pedestrian Delay 2028 Preferred Strategy (Typical Day) (15:00-16:00)

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		Vehicles per hour	Mean Pedestrian Delay (seconds)	Vehicles per hour	Mean Pedestrian Delay (seconds)				
4c	B1122 (N)	515	2.46	863	4.64	2.18	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	1.56	573	2.75	1.19	Very Low	High	Minor Adverse
6	B1119 Samundham Road	278	1.61	331	1.76	0.15	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	2.72	652	3.19	0.47	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	1.51	313	1.70	0.20	Very Low	High	Minor Adverse
11	B1125 through Westleton	242	1.53	253	1.55	0.02	Very Low	High	Minor Adverse
13d	A1120	296	1.66	334	1.77	0.11	Very Low	High	Minor Adverse
34b	Main Road (E)	419	2.06	412	2.03	-0.03	Very Low	High	Minor Beneficial
41	B1125 through Middleton	204	1.45	238	1.52	0.07	Very Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	282	1.62	318	1.72	0.10	Very Low	High	Minor Adverse

Table 1.29: Pedestrian Delay 2028 Preferred Strategy (Busiest Day) 24 Hour AAWT

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
3	Lovers Lane (LEEIE)	2958	123	1.33	3540	148	1.36	0.03	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	133	1.34	6490	270	1.59	0.25	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2968	124	1.33	3408	142	1.35	0.02	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	233	1.51	9307	388	1.94	0.44	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4414	184	1.41	7744	323	1.73	0.32	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5131	214	1.47	5901	246	1.53	0.07	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	272	1.59	7388	308	1.69	0.10	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3387	141	1.35	4144	173	1.40	0.04	Very Low	High	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
9b	Snape Road	4669	195	1.43	5275	220	1.48	0.05	Very Low	High	Minor Adverse
10	B1122 through Theberton	5563	232	1.50	509	21	1.26	-0.24	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	0	1.26	7927	330	1.76	0.50	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2693	112	1.32	2979	124	1.33	0.01	Very Low	High	Minor Adverse
12a	B1121 (N)	5132	214	1.47	5301	221	1.48	0.01	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	222	1.48	5897	246	1.53	0.05	Very Low	High	Minor Adverse
13a	A12 (N)	15820	659	3.23	16724	697	3.46	0.23	Very Low	Low	Negligible
13b	B1122	3964	165	1.38	4317	180	1.41	0.02	Very Low	Low	Negligible
13d	A1120	4111	171	1.39	4693	196	1.43	0.04	Very Low	High	Minor Adverse
16	A12 Wrentham	10620	443	2.15	11775	491	2.35	0.20	Very Low	High	Minor Adverse
19b	A12 (N)	15091	629	3.05	15148	631	3.07	0.01	Very Low	Medium	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
21b	A12 (north of B1119)	13471	561	2.69	14297	596	2.87	0.18	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15918	663	3.26	16674	695	3.45	0.19	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15531	647	3.16	16105	671	3.30	0.14	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	740	3.74	18934	789	4.09	0.34	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	22419	934	5.22	298	12	1.26	-3.96	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	22412	934	5.22	279	12	1.26	-3.96	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	0	1.26	23416	976	5.58	4.32	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	22389	933	5.21	265	11	1.26	-3.95	Very Low	Medium	Minor Beneficial
25	A12 Little Glemham	22389	933	5.21	23687	987	5.68	0.47	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	960	5.45	24352	1015	5.93	0.49	Very Low	Medium	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
27	A12 south of Wickham Market	24724	1030	6.08	26654	1111	6.86	0.78	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	191	1.43	5534	231	1.50	0.08	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3353	140	1.35	3434	143	1.35	0.00	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2070	86	1.29	2238	93	1.30	0.01	Very Low	Very low	Negligible
32a	A12 (N)	25811	1075	6.51	27532	1147	7.23	0.72	Very Low	Very low	Negligible
32c	A12 (S)	42586	1774	15.55	43932	1830	16.47	0.92	Very Low	Medium	Minor Adverse
34b	Main Road (E)	7316	305	1.68	7650	319	1.72	0.04	Very Low	High	Minor Adverse
38b	A12 Woodbridge n/o B1079	42586	1774	15.55	43932	1830	16.47	0.92	Very Low	Medium	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
41	B1125 through Middleton	2112	88	1.30	2760	115	1.32	0.02	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8830	368	1.87	9705	404	2.00	0.13	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7502	313	1.70	8153	340	1.78	0.08	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	209	1.46	5716	238	1.52	0.06	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	0	1.26	2071	86	1.29	0.03	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	12800	533	2.55	14175	591	2.84	0.29	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	0	1.26	6036	252	1.55	0.29	Very Low	Medium	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
64	B1122 north of SZC access	5563	232	1.50	8163	340	1.79	0.28	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	0	1.26	4103	171	1.39	0.13	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3313	138	1.35	117	5	1.26	-0.09	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	0	1.26	5530	230	1.50	0.24	Very Low	Very low	Negligible
68	Darsham P&R	0	0	1.26	2563	107	1.31	0.05	Very Low	Very low	Negligible
69	Wickham Market P&R	0	0	1.26	2246	94	1.30	0.04	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	2071	86	1.29	4505	188	1.42	0.13	Very Low	Very low	Negligible
73	B1078 south of B1116	8083	337	1.77	9538	397	1.98	0.20	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3964	165	1.38	346	14	1.26	-0.12	Very Low	Medium	Minor Beneficial
75	Lovers Lane	2968	124	1.33	3548	148	1.36	0.03	Very Low	Medium	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
76	B1069 (north of Aldringham Lane)	5450	227	1.49	6384	266	1.58	0.09	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4259	177	1.40	5681	237	1.51	0.11	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	15963	665	3.27	16514	688	3.41	0.14	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	751	31	1.26	884	37	1.27	0.00	Very Low	High	Minor Adverse
83	A145 west of A12	2528	105	1.31	2965	124	1.33	0.02	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	396	1.97	10699	446	2.16	0.19	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	505	2.42	13428	559	2.68	0.26	Very Low	Very low	Negligible
86	A12 south of B1387	10297	429	2.10	11831	493	2.36	0.27	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson	48145	2006	19.53	48697	2029	19.95	0.42	Very Low	Very low	Negligible

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
	Rd roundabout										
88	A12 south of Foxhall Road	39306	1638	13.44	39979	1666	13.86	0.42	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3860	161	1.38	4415	184	1.41	0.04	Very Low	High	Minor Adverse

Table 1.30: Pedestrian Delay 2028 Preferred Strategy (Busiest Day) Representative Hour

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
3	Lovers Lane (LEEIE)	353	1.83	402	1.99	0.17	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	1.50	544	2.60	1.11	Very Low	Medium	Minor Adverse
4b	Lovers Lane	357	1.84	395	1.97	0.13	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	2.46	863	4.64	2.18	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	1.56	573	2.75	1.19	Very Low	High	Minor Adverse
6	B1119 Samundham Road	278	1.61	331	1.76	0.15	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	2.72	652	3.19	0.47	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	1.51	313	1.70	0.20	Very Low	High	Minor Adverse
9b	Snape Road	324	1.74	387	1.94	0.20	Very Low	High	Minor Adverse
10	B1122 through Theberton	513	2.45	48	1.27	-1.18	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	1.26	652	3.19	1.93	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	242	1.53	253	1.55	0.02	Very Low	High	Minor Adverse
12a	B1121 (N)	306	1.69	312	1.70	0.02	Very Low	High	Minor Adverse
12b	B1119 (E)	296	1.66	333	1.76	0.11	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
13a	A12 (N)	1082	6.58	1169	7.46	0.89	Very Low	Low	Negligible
13b	B1122	342	1.79	370	1.88	0.09	Very Low	Low	Negligible
13d	A1120	296	1.66	334	1.77	0.11	Very Low	High	Minor Adverse
16	A12 Wrentham	776	3.99	900	4.94	0.95	Very Low	High	Minor Adverse
19b	A12 (N)	1167	7.44	1163	7.40	-0.05	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	856	4.59	914	5.05	0.47	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	5.63	1034	6.12	0.49	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	5.63	1033	6.10	0.47	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	7.09	1196	7.75	0.67	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	1517	11.71	26	1.26	-10.44	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	1514	11.67	21	1.26	-10.40	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	1.26	1561	12.32	11.06	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	1511	11.63	19	1.26	-10.36	Very Low	Medium	Minor Beneficial
25	A12 Little Glemham	1511	11.63	1580	12.60	0.97	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	12.11	1620	13.17	1.06	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
27	A12 south of Wickham Market	1727	14.80	1882	17.34	2.54	Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	1.62	357	1.84	0.22	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	1.48	225	1.49	0.01	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	1.31	114	1.32	0.01	Very Low	Very low	Negligible
32a	A12 (N)	1804	16.04	1951	18.54	2.50	Low	Very low	Negligible
32c	A12 (S)	3048	43.44	3201	47.78	4.35	Low	Medium	Minor Adverse
34b	Main Road (E)	419	2.06	417	2.05	-0.01	Very Low	High	Minor Beneficial
38b	A12 Woodbridge n/o B1079	3048	43.44	3201	47.78	4.35	Low	Medium	Minor Adverse
41	B1125 through Middleton	204	1.45	238	1.52	0.07	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	2.81	653	3.20	0.39	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	2.49	578	2.78	0.28	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	2.02	466	2.25	0.23	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	1.26	130	1.34	0.08	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	813	4.26	912	5.03	0.77	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	1.26	476	2.29	1.03	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	513	2.45	680	3.36	0.91	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	1.26	354	1.83	0.57	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
66	B1122 west of B1125	300	1.67	9	1.26	-0.41	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	1.26	473	2.28	1.02	Very Low	Very low	Negligible
68	Darsham P&R	0	1.26	291	1.64	0.38	Very Low	Very low	Negligible
69	Wickham Market P&R	0	1.26	217	1.47	0.21	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	102	1.31	316	1.71	0.41	Very Low	Very low	Negligible
73	B1078 south of B1116	589	2.84	701	3.49	0.66	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	1.79	24	1.26	-0.53	Very Low	Medium	Minor Beneficial
75	Lovers Lane	357	1.84	407	2.01	0.17	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	2.28	572	2.75	0.46	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	1.66	449	2.18	0.51	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	6.18	1092	6.67	0.49	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	1.27	51	1.27	0.00	Very Low	High	Minor Beneficial
83	A145 west of A12	207	1.45	234	1.51	0.05	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	3.54	837	4.44	0.90	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	4.82	1026	6.04	1.22	Very Low	Very low	Negligible
86	A12 south of B1387	697	3.47	855	4.58	1.11	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
87	A12 south of Eagle Way/Anson Rd roundabout	3151	46.34	3249	49.18	2.84	Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	31.97	2691	34.13	2.15	Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	1.62	318	1.72	0.10	Very Low	High	Minor Adverse

Table 1.31: Pedestrian Delay 2028 Preferred Strategy (Busiest Day) (08:00-09:00)

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		Vehicles per hour	Mean Pedestrian Delay (seconds)	Vehicles per hour	Mean Pedestrian Delay (seconds)				
4c	B1122 (N)	433	2.11	559	2.68	0.57	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	395	1.97	509	2.44	0.47	Very Low	High	Minor Adverse
6	B1119 Samundham Road	465	2.24	500	2.40	0.15	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	501	2.40	521	2.49	0.09	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	266	1.58	290	1.64	0.06	Very Low	High	Minor Adverse
11	B1125 through Westleton	222	1.48	225	1.49	0.01	Very Low	High	Minor Adverse
13d	A1120	319	1.72	336	1.77	0.05	Very Low	High	Minor Adverse
34b	Main Road (E)	406	2.01	435	2.12	0.11	Very Low	High	Minor Adverse
41	B1125 through Middleton	167	1.39	204	1.45	0.06	Very Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	304	1.68	320	1.72	0.05	Very Low	High	Minor Adverse

Table 1.32: Pedestrian Delay 2028 Preferred Strategy (Busiest Day) (15:00-16:00)

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		Vehicles per hour	Mean Pedestrian Delay (seconds)	Vehicles per hour	Mean Pedestrian Delay (seconds)				
4c	B1122 (N)	456	2.20	688	3.41	1.20	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	453	2.19	659	3.23	1.04	Very Low	High	Minor Adverse
6	B1119 Samundham Road	483	2.32	551	2.64	0.32	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	528	2.53	574	2.76	0.23	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	288	1.64	320	1.72	0.09	Very Low	High	Minor Adverse
11	B1125 through Westleton	228	1.50	255	1.56	0.06	Very Low	High	Minor Adverse
13d	A1120	391	1.95	435	2.12	0.17	Very Low	High	Minor Adverse
34b	Main Road (E)	577	2.77	629	3.06	0.28	Very Low	High	Minor Adverse
41	B1125 through Middleton	174	1.40	233	1.51	0.11	Very Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	359	1.85	404	2.00	0.16	Very Low	High	Minor Adverse

Table 1.33: Pedestrian Delay 2028 Typical Day (Intergrated Strategy) 24 Hour AAWT

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
3	Lovers Lane (LEEIE)	2958	123	1.33	3554	148	1.36	0.03	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	133	1.34	6484	270	1.59	0.25	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2968	124	1.33	3421	143	1.35	0.02	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	233	1.51	9323	388	1.95	0.44	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4414	184	1.41	7744	323	1.73	0.32	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5131	214	1.47	5878	245	1.53	0.06	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	272	1.59	7390	308	1.69	0.10	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3387	141	1.35	4146	173	1.40	0.05	Very Low	High	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
9b	Snape Road	4669	195	1.43	5267	219	1.48	0.05	Very Low	High	Minor Adverse
10	B1122 through Theberton	5563	232	1.50	492	21	1.26	-0.24	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	0	1.26	7759	323	1.73	0.47	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2693	112	1.32	2979	124	1.33	0.01	Very Low	High	Minor Adverse
12a	B1121 (N)	5132	214	1.47	5261	219	1.48	0.01	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	222	1.48	5877	245	1.53	0.05	Very Low	High	Minor Adverse
13a	A12 (N)	15820	659	3.23	16749	698	3.47	0.24	Very Low	Low	Negligible
13b	B1122	3964	165	1.38	4281	178	1.40	0.02	Very Low	Low	Negligible
13d	A1120	4111	171	1.39	4672	195	1.43	0.04	Very Low	High	Minor Adverse
16	A12 Wrentham	10620	443	2.15	11779	491	2.35	0.20	Very Low	High	Minor Adverse
21b	A12 (north of B1119)	13471	561	2.69	14193	591	2.85	0.16	Very Low	Medium	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
21c	A12 (middle)	15918	663	3.26	16560	690	3.42	0.16	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15531	647	3.16	16037	668	3.29	0.13	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	740	3.74	18864	786	4.06	0.32	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	22419	934	5.22	298	12	1.26	-3.96	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	22412	934	5.22	279	12	1.26	-3.96	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	0	1.26	23367	974	5.56	4.30	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	22389	933	5.21	265	11	1.26	-3.95	Very Low	Medium	Minor Beneficial
25	A12 Little Glemham	22389	933	5.21	23636	985	5.66	0.45	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	960	5.45	24303	1013	5.92	0.47	Very Low	Medium	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
27	A12 south of Wickham Market	24724	1030	6.08	26654	1111	6.86	0.78	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	191	1.43	5524	230	1.50	0.07	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3353	140	1.35	3436	143	1.35	0.00	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2070	86	1.29	2240	93	1.30	0.01	Very Low	Very low	Negligible
32a	A12 (N)	25811	1075	6.51	27565	1149	7.25	0.74	Very Low	Very low	Negligible
34b	Main Road (E)	7316	305	1.68	7569	315	1.71	0.03	Very Low	High	Minor Adverse
41	B1125 through Middleton	2112	88	1.30	2765	115	1.32	0.03	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8830	368	1.87	9671	403	2.00	0.12	Very Low	High	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
52	B1078 (west of Coddenham)	7502	313	1.70	8071	336	1.77	0.07	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	209	1.46	5720	238	1.52	0.06	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	0	1.26	1923	80	1.29	0.03	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	12800	533	2.55	14103	588	2.83	0.28	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	0	1.26	5857	244	1.53	0.27	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	5563	232	1.50	7981	333	1.76	0.26	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	0	1.26	4069	170	1.39	0.13	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3313	138	1.35	117	5	1.26	-0.09	Very Low	Medium	Minor Beneficial

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
67	Main Site Access	0	0	1.26	5332	222	1.48	0.22	Very Low	Very low	Negligible
68	Darsham P&R	0	0	1.26	2563	107	1.31	0.05	Very Low	Very low	Negligible
69	Wickham Market P&R	0	0	1.26	2261	94	1.30	0.04	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	2071	86	1.29	4523	188	1.42	0.13	Very Low	Very low	Negligible
73	B1078 south of B1116	8083	337	1.77	9553	398	1.98	0.20	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3964	165	1.38	340	14	1.26	-0.12	Very Low	Medium	Minor Beneficial
75	Lovers Lane	2968	124	1.33	3561	148	1.36	0.03	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5450	227	1.49	6390	266	1.58	0.09	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of	4259	177	1.40	5683	237	1.51	0.11	Very Low	Medium	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
	Aldringham Lane)										
78	A12 (north of B1121)	15963	665	3.27	16453	686	3.39	0.13	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	751	31	1.26	872	36	1.27	0.00	Very Low	High	Minor Adverse
83	A145 west of A12	2528	105	1.31	2974	124	1.33	0.02	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	396	1.97	10709	446	2.16	0.19	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	505	2.42	13442	560	2.68	0.27	Very Low	Very low	Negligible
86	A12 south of B1387	10297	429	2.10	11850	494	2.37	0.27	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48145	2006	19.53	48816	2034	20.04	0.51	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	39306	1638	13.44	40014	1667	13.88	0.44	Very Low	Very low	Negligible

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
90	A1120 Sibton (east of Mill Hill)	3860	161	1.38	4390	183	1.41	0.03	Very Low	High	Minor Adverse

Table 1.34: Pedestrian Delay 2028 Typical Day (Intergrated Strategy) Representative Hour

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
3	Lovers Lane (LEEIE)	353	1.83	402	1.99	0.17	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	1.50	544	2.60	1.11	Very Low	Medium	Minor Adverse
4b	Lovers Lane	357	1.84	395	1.97	0.13	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	2.46	863	4.64	2.18	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	1.56	573	2.75	1.19	Very Low	High	Minor Adverse
6	B1119 Samundham Road	278	1.61	331	1.76	0.15	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	2.72	652	3.19	0.47	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	1.51	313	1.70	0.20	Very Low	High	Minor Adverse
9b	Snape Road	324	1.74	387	1.94	0.20	Very Low	High	Minor Adverse
10	B1122 through Theberton	513	2.45	40	1.27	-1.19	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	1.26	655	3.21	1.95	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	242	1.53	253	1.55	0.02	Very Low	High	Minor Adverse
12a	B1121 (N)	306	1.69	312	1.70	0.02	Very Low	High	Minor Adverse
12b	B1119 (E)	296	1.66	333	1.76	0.11	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
13a	A12 (N)	1082	6.58	1169	7.46	0.89	Very Low	Low	Negligible
13b	B1122	342	1.79	369	1.88	0.09	Very Low	Low	Negligible
13d	A1120	296	1.66	334	1.77	0.11	Very Low	High	Minor Adverse
16	A12 Wrentham	776	3.99	900	4.94	0.94	Very Low	High	Minor Adverse
19b	A12 (N)	1167	7.44	1163	7.40	-0.04	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	856	4.59	914	5.05	0.47	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	5.63	1033	6.10	0.48	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	5.63	1030	6.08	0.45	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	7.09	1195	7.74	0.66	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	1517	11.71	26	1.26	-10.44	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	1514	11.67	21	1.26	-10.40	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	1.26	1559	12.29	11.03	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	1511	11.63	19	1.26	-10.36	Very Low	Medium	Minor Beneficial
25	A12 Little Glemham	1511	11.63	1578	12.56	0.94	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	12.11	1618	13.15	1.03	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
27	A12 south of Wickham Market	1727	14.80	1892	17.51	2.71	Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	1.62	355	1.83	0.21	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	1.48	225	1.49	0.01	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	1.31	112	1.32	0.01	Very Low	Very low	Negligible
32a	A12 (N)	1804	16.04	1963	18.75	2.72	Low	Very low	Negligible
32c	A12 (S)	3048	43.44	3210	48.04	4.60	Low	Medium	Minor Adverse
34b	Main Road (E)	419	2.06	412	2.03	-0.03	Very Low	High	Minor Beneficial
38b	A12 Woodbridge n/o B1079	3048	43.44	3210	48.04	4.60	Low	Medium	Minor Adverse
41	B1125 through Middleton	204	1.45	238	1.52	0.07	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	2.81	651	3.18	0.38	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	2.49	578	2.78	0.28	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	2.02	467	2.25	0.23	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	1.26	127	1.33	0.07	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	813	4.26	910	5.02	0.76	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	1.26	471	2.27	1.01	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	513	2.45	677	3.34	0.89	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	1.26	352	1.82	0.56	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
66	B1122 west of B1125	300	1.67	9	1.26	-0.41	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	1.26	470	2.26	1.00	Very Low	Very low	Negligible
68	Darsham P&R	0	1.26	291	1.64	0.38	Very Low	Very low	Negligible
69	Wickham Market P&R	0	1.26	224	1.49	0.23	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	102	1.31	321	1.73	0.42	Very Low	Very low	Negligible
73	B1078 south of B1116	589	2.84	711	3.56	0.72	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	1.79	24	1.26	-0.53	Very Low	Medium	Minor Beneficial
75	Lovers Lane	357	1.84	407	2.01	0.17	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	2.28	572	2.75	0.46	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	1.66	449	2.18	0.51	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	6.18	1091	6.66	0.48	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	1.27	51	1.27	0.00	Very Low	High	Minor Beneficial
83	A145 west of A12	207	1.45	235	1.51	0.06	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	3.54	837	4.44	0.90	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	4.82	1027	6.05	1.22	Very Low	Very low	Negligible
86	A12 south of B1387	697	3.47	856	4.59	1.12	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
87	A12 south of Eagle Way/Anson Rd roundabout	3151	46.34	3248	49.15	2.82	Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	31.97	2691	34.14	2.16	Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	1.62	318	1.72	0.10	Very Low	High	Minor Adverse

Table 1.35: Pedestrian Delay 2028 Busiest Day (Intergrated Strategy) 24 Hour AAWT

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
3	Lovers Lane (LEEIE)	2958	123	1.33	3540	148	1.36	0.03	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	133	1.34	6490	270	1.59	0.25	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2968	124	1.33	3408	142	1.35	0.02	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	233	1.51	9307	388	1.94	0.44	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4414	184	1.41	7744	323	1.73	0.32	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5131	214	1.47	5901	246	1.53	0.07	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	272	1.59	7388	308	1.69	0.10	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3387	141	1.35	4144	173	1.40	0.04	Very Low	High	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
9b	Snape Road	4669	195	1.43	5275	220	1.48	0.05	Very Low	High	Minor Adverse
10	B1122 through Theberton	5563	232	1.50	509	21	1.26	-0.24	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	0	1.26	8227	343	1.79	0.53	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2693	112	1.32	2979	124	1.33	0.01	Very Low	High	Minor Adverse
12a	B1121 (N)	5132	214	1.47	5301	221	1.48	0.01	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	222	1.48	5897	246	1.53	0.05	Very Low	High	Minor Adverse
13a	A12 (N)	15820	659	3.23	16769	699	3.48	0.24	Very Low	Low	Negligible
13b	B1122	3964	165	1.38	4362	182	1.41	0.03	Very Low	Low	Negligible
13d	A1120	4111	171	1.39	4693	196	1.43	0.04	Very Low	High	Minor Adverse
16	A12 Wrentham	10620	443	2.15	11805	492	2.36	0.21	Very Low	High	Minor Adverse
17a	A12 (N)	11772	491	2.35	13539	564	2.70	0.35	Very Low	Medium	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
17c	A12 (S)	9661	403	2.00	11278	470	2.26	0.27	Very Low	Medium	Minor Adverse
19b	A12 (N)	15091	629	3.05	15178	632	3.08	0.02	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13471	561	2.69	14552	606	2.93	0.24	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15918	663	3.26	16929	705	3.52	0.26	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15531	647	3.16	16360	682	3.37	0.21	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	740	3.74	19189	800	4.16	0.42	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	22419	934	5.22	298	12	1.26	-3.96	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	22412	934	5.22	279	12	1.26	-3.96	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	0	1.26	23671	986	5.68	4.42	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	22389	933	5.21	265	11	1.26	-3.95	Very Low	Medium	Minor Beneficial

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
25	A12 Little Glemham	22389	933	5.21	23942	998	5.78	0.57	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	960	5.45	24607	1025	6.03	0.59	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24724	1030	6.08	26909	1121	6.97	0.89	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	191	1.43	5534	231	1.50	0.08	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3353	140	1.35	3434	143	1.35	0.00	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2070	86	1.29	2238	93	1.30	0.01	Very Low	Very low	Negligible
32a	A12 (N)	25811	1075	6.51	27787	1158	7.35	0.83	Very Low	Very low	Negligible
32c	A12 (S)	42586	1774	15.55	44187	1841	16.65	1.09	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	49112	2046	20.27	49737	2072	20.76	0.49	Very Low	Very low	Negligible

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
34b	Main Road (E)	7316	305	1.68	7650	319	1.72	0.04	Very Low	High	Minor Adverse
34c	A12 (S)	40853	1702	14.41	41579	1732	14.89	0.47	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	42586	1774	15.55	44187	1841	16.65	1.09	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	2112	88	1.30	2760	115	1.32	0.02	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8830	368	1.87	9705	404	2.00	0.13	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7502	313	1.70	8153	340	1.78	0.08	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	209	1.46	5716	238	1.52	0.06	Very Low	High	Minor Adverse
53b	A12 (north of A144)	10259	427	2.09	11954	498	2.39	0.30	Very Low	Medium	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
57	Sizewell Link Road (east of A12)	0	0	1.26	2326	97	1.30	0.04	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	12800	533	2.55	14430	601	2.90	0.35	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	0	1.26	6336	264	1.58	0.32	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	5563	232	1.50	8463	353	1.82	0.32	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	0	1.26	4148	173	1.40	0.14	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3313	138	1.35	117	5	1.26	-0.09	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	0	1.26	5830	243	1.53	0.27	Very Low	Very low	Negligible
68	Darsham P&R	0	0	1.26	2563	107	1.31	0.05	Very Low	Very low	Negligible
69	Wickham Market P&R	0	0	1.26	2262	94	1.30	0.04	Very Low	Very low	Negligible

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
70	A12 on-slip (west of WM P&R)	2071	86	1.29	4505	188	1.42	0.13	Very Low	Very low	Negligible
73	B1078 south of B1116	8083	337	1.77	9538	397	1.98	0.20	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3964	165	1.38	346	14	1.26	-0.12	Very Low	Medium	Minor Beneficial
75	Lovers Lane	2968	124	1.33	3548	148	1.36	0.03	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5450	227	1.49	6384	266	1.58	0.09	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4259	177	1.40	5681	237	1.51	0.11	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	15963	665	3.27	16769	699	3.48	0.21	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	751	31	1.26	884	37	1.27	0.00	Very Low	High	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
83	A145 west of A12	2528	105	1.31	2980	124	1.33	0.02	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	396	1.97	10729	447	2.17	0.19	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	505	2.42	13458	561	2.69	0.27	Very Low	Very low	Negligible
86	A12 south of B1387	10297	429	2.10	11876	495	2.37	0.28	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48145	2006	19.53	48952	2040	20.15	0.62	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	39306	1638	13.44	40234	1676	14.02	0.58	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3860	161	1.38	4415	184	1.41	0.04	Very Low	High	Minor Adverse

Table 1.36: Pedestrian Delay 2028 Busiest Day (Intergrated Strategy) Representative Hour

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
3	Lovers Lane (LEEIE)	353	1.83	402	1.99	0.17	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	1.50	544	2.60	1.11	Very Low	Medium	Minor Adverse
4b	Lovers Lane	357	1.84	395	1.97	0.13	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	2.46	863	4.64	2.18	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	1.56	573	2.75	1.19	Very Low	High	Minor Adverse
6	B1119 Samundham Road	278	1.61	331	1.76	0.15	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	2.72	652	3.19	0.47	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	1.51	313	1.70	0.20	Very Low	High	Minor Adverse
9b	Snape Road	324	1.74	387	1.94	0.20	Very Low	High	Minor Adverse
10	B1122 through Theberton	513	2.45	48	1.27	-1.18	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	1.26	667	3.28	2.02	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	242	1.53	253	1.55	0.02	Very Low	High	Minor Adverse
12a	B1121 (N)	306	1.69	312	1.70	0.02	Very Low	High	Minor Adverse
12b	B1119 (E)	296	1.66	333	1.76	0.11	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
13a	A12 (N)	1082	6.58	1171	7.49	0.91	Very Low	Low	Negligible
13b	B1122	342	1.79	372	1.89	0.10	Very Low	Low	Negligible
13d	A1120	296	1.66	334	1.77	0.11	Very Low	High	Minor Adverse
16	A12 Wrentham	776	3.99	902	4.95	0.96	Very Low	High	Minor Adverse
17a	A12 (N)	858	4.60	1023	6.01	1.41	Very Low	Medium	Minor Adverse
17c	A12 (S)	664	3.26	828	4.37	1.11	Very Low	Medium	Minor Adverse
19b	A12 (N)	1167	7.44	1165	7.42	-0.02	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	856	4.59	928	5.17	0.58	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	5.63	1048	6.25	0.62	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	5.63	1047	6.24	0.61	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	7.09	1210	7.91	0.82	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	1517	11.71	26	1.26	-10.44	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	1514	11.67	21	1.26	-10.40	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	1.26	1575	12.52	11.26	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	1511	11.63	19	1.26	-10.36	Very Low	Medium	Minor Beneficial

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
25	A12 Little Glemham	1511	11.63	1595	12.81	1.18	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	12.11	1635	13.40	1.29	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	14.80	1898	17.61	2.81	Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	1.62	357	1.84	0.22	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	1.48	225	1.49	0.01	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	1.31	114	1.32	0.01	Very Low	Very low	Negligible
32a	A12 (N)	1804	16.04	1967	18.83	2.79	Low	Very low	Negligible
32c	A12 (S)	3048	43.44	3218	48.27	4.84	Low	Medium	Minor Adverse
33	A12 south of Woodbridge	3547	58.38	3662	62.14	3.76	Low	Very low	Negligible
34b	Main Road (E)	419	2.06	417	2.05	-0.01	Very Low	High	Minor Beneficial
34c	A12 (S)	2598	31.90	2694	34.21	2.31	Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	3048	43.44	3218	48.27	4.84	Low	Medium	Minor Adverse
41	B1125 through Middleton	204	1.45	238	1.52	0.07	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	2.81	653	3.20	0.39	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	2.49	578	2.78	0.28	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	2.02	466	2.25	0.23	Very Low	High	Minor Adverse
53b	A12 (north of A144)	689	3.42	859	4.61	1.19	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
57	Sizewell Link Road (east of A12)	0	1.26	143	1.35	0.09	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	813	4.26	925	5.14	0.88	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	1.26	492	2.36	1.10	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	513	2.45	695	3.45	1.00	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	1.26	356	1.84	0.58	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	300	1.67	9	1.26	-0.41	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	1.26	488	2.34	1.08	Very Low	Very low	Negligible
68	Darsham P&R	0	1.26	291	1.64	0.38	Very Low	Very low	Negligible
69	Wickham Market P&R	0	1.26	217	1.47	0.21	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	102	1.31	316	1.71	0.41	Very Low	Very low	Negligible
73	B1078 south of B1116	589	2.84	701	3.49	0.66	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	1.79	24	1.26	-0.53	Very Low	Medium	Minor Beneficial
75	Lovers Lane	357	1.84	407	2.01	0.17	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	2.28	572	2.75	0.46	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	1.66	449	2.18	0.51	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	6.18	1106	6.81	0.63	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
82	B1438 Melton Hill	53	1.27	51	1.27	0.00	Very Low	High	Minor Beneficial
83	A145 west of A12	207	1.45	235	1.51	0.06	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	3.54	839	4.46	0.91	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	4.82	1028	6.06	1.23	Very Low	Very low	Negligible
86	A12 south of B1387	697	3.47	857	4.59	1.13	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	46.34	3266	49.69	3.35	Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	31.97	2708	34.55	2.58	Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	1.62	318	1.72	0.10	Very Low	High	Minor Adverse

Table 1.37: Pedestrian Delay 2034 Flow Operational 24 Hour AAWT

Link Number	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
3	Lovers Lane (LEEIE)	3094	129	8	3341	139	1.35	0.01	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3415	142	32	4513	188	1.42	0.07	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5773	241	26	7259	302	1.68	0.15	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4683	195	22	5702	238	1.52	0.08	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5630	235	2	5727	239	1.52	0.01	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6833	285	6	7214	301	1.67	0.04	Very Low	High	Minor Adverse
9b	Snape Road	4935	206	5	5197	217	1.47	0.02	Very Low	High	Minor Adverse
10	B1122 through Theberton	5758	240	-93	387	16	1.26	-0.26	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	0	6368476	6369	265	1.58	0.32	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2811	117	4	2925	122	1.33	0.01	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
12b	B1119 (E)	5838	243	-1	5799	242	1.53	0.00	Very Low	High	Minor Beneficial
12c	B1121 (S)	4402	183	8	4755	198	1.44	0.03	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	23517	980	-99	301	13	1.26	-4.36	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	23514	980	-99	292	12	1.26	-4.36	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	0	23583342	23583	983	5.64	4.38	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	23485	979	-99	264	11	1.26	-4.35	Very Low	Medium	Minor Beneficial
28c	B1438 High Street, Wickham Market	3609	150	0	3626	151	1.36	0.00	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2208	92	1	2234	93	1.30	0.00	Very Low	Very low	Negligible
41	B1125 through Middleton	2169	90	25	2709	113	1.32	0.02	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	0	1092030	1092	46	1.27	0.01	Very Low	Medium	Minor Adverse
63	Theberton Bypass (west of B1125)	0	0	4561264	4561	190	1.42	0.16	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
64	B1122 north of SZC access	5758	240	12	6452	269	1.59	0.07	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	0	3598616	3599	150	1.36	0.10	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3443	143	-97	87	4	1.26	-0.09	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	0	1616522	1617	67	1.28	0.02	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	2209	92	1	2235	93	1.30	0.00	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	4152	173	-92	344	14	1.26	-0.13	Very Low	Medium	Minor Beneficial
76	B1069 (north of Aldringham Lane)	5689	237	7	6071	253	1.55	0.04	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4400	183	4	4579	191	1.43	0.01	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	952	40	-1	938	39	1.27	0.00	Very Low	High	Minor Beneficial
83	A145 west of A12	2597	108	0	2597	108	1.31	0.00	Very Low	Medium	Minor Beneficial
84	A12 south of B1126	9892	412	0	9880	412	2.03	0.00	Very Low	Medium	Minor Beneficial

Link Number	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
85	A12 south of A1095	12624	526	0	12625	526	2.52	0.00	Very Low	Very low	Negligible
86	A12 south of B1387	10654	444	-1	10591	441	2.14	-0.01	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	50899	2121	0	50961	2123	21.73	0.05	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	41316	1721	0	41348	1723	14.74	0.02	Very Low	Very low	Negligible
91	A1152 at Eyke	7076	295	1	7182	299	1.67	0.01	Very Low	High	Minor Adverse

Table 1.38: Pedestrian Delay 2034 Flow Operational Representative Hour

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		Vehicles per hour	Mean Pedestrian Delay (seconds)	Vehicles per hour	Mean Pedestrian Delay (seconds)				
3	Lovers Lane (LEEIE)	283	1.62	312	1.70	0.08	Very Low	Medium	Minor Adverse
4a	B1122 (S)	342	1.79	802	4.18	2.39	Very Low	Medium	Minor Adverse
4c	B1122 (N)	537	2.57	1048	6.25	3.68	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	468	2.25	902	4.95	2.70	Very Low	High	Minor Adverse
6	B1119 Samundham Road	541	2.59	657	3.22	0.63	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	566	2.71	743	3.77	1.05	Very Low	High	Minor Adverse
9b	Snape Road	484	2.32	612	2.96	0.64	Very Low	High	Minor Adverse
10	B1122 through Theberton	535	2.56	43	1.27	-1.29	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	1.26	694	3.45	2.19	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	252	1.55	336	1.77	0.22	Very Low	High	Minor Adverse
12b	B1119 (E)	564	2.70	660	3.24	0.53	Very Low	High	Minor Adverse
12c	B1121 (S)	431	2.10	573	2.75	0.65	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	2039	20.14	23	1.26	-18.87	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	2040	20.15	23	1.26	-18.89	Very Low	Medium	Minor Beneficial

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		Vehicles per hour	Mean Pedestrian Delay (seconds)	Vehicles per hour	Mean Pedestrian Delay (seconds)				
23A	A12 Two Village Bypass	0	1.26	2099	21.26	20.00	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	2041	20.17	26	1.26	-18.91	Very Low	Medium	Minor Beneficial
28c	B1438 High Street, Wickham Market	338	1.78	341	1.79	0.01	Very Low	High	Minor Adverse
29	B1078 onslip to A12	193	1.43	192	1.43	0.00	Very Low	Very low	Negligible
41	B1125 through Middleton	204	1.45	320	1.72	0.28	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	1.26	118	1.32	0.06	Very Low	Medium	Minor Adverse
63	Theberton Bypass (west of B1125)	0	1.26	439	2.13	0.87	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	535	2.56	708	3.54	0.98	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	1.26	333	1.76	0.50	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	316	1.71	13	1.26	-0.45	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	1.26	658	3.23	1.97	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	193	1.43	192	1.43	0.00	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	374	1.90	30	1.26	-0.63	Very Low	Medium	Minor Beneficial
76	B1069 (north of Aldringham Lane)	470	2.26	645	3.15	0.89	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	376	1.90	425	2.08	0.18	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	83	1.29	81	1.29	0.00	Very Low	High	Minor Beneficial

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		Vehicles per hour	Mean Pedestrian Delay (seconds)	Vehicles per hour	Mean Pedestrian Delay (seconds)				
83	A145 west of A12	250	1.54	249	1.54	0.00	Very Low	Medium	Minor Beneficial
84	A12 south of B1126	832	4.40	832	4.40	0.00	Very Low	Medium	Nil
85	A12 south of A1095	1078	6.54	1078	6.54	0.00	Very Low	Very low	Nil
86	A12 south of B1387	925	5.14	920	5.10	-0.04	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	4016	74.48	4017	74.52	0.04	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	3129	45.71	3130	45.74	0.03	Very Low	Very low	Negligible
91	A1152 at Eyke	578	2.78	639	3.11	0.34	Very Low	High	Minor Adverse

Table 1.39: Pedestrian Delay 2034 Flow Operational (08:00-09:00)

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		Vehicles per hour	Mean Pedestrian Delay (seconds)	Vehicles per hour	Mean Pedestrian Delay (seconds)				
4c	B1122 (N)	450	2.18	904	4.97	2.79	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	414	2.04	789	4.09	2.05	Very Low	High	Minor Adverse
6	B1119 Samundham Road	531	2.54	661	3.24	0.70	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	526	2.52	626	3.04	0.52	Very Low	High	Minor Adverse
11	B1125 through Westleton	232	1.50	314	1.71	0.20	Very Low	High	Minor Adverse
41	B1125 through Middleton	171	1.39	293	1.65	0.26	Very Low	Medium	Minor Adverse

Table 1.40: Pedestrian Delay 2034 Flow Operational (15:00-16:00)

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		Vehicles per hour	Mean Pedestrian Delay (seconds)	Vehicles per hour	Mean Pedestrian Delay (seconds)				
4c	B1122 (N)	480	2.31	503	2.41	0.10	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	508	2.43	483	2.32	-0.11	Very Low	High	Minor Beneficial
6	B1119 Samundham Road	533	2.55	514	2.46	-0.09	Very Low	High	Minor Beneficial
7	B1069 Coldfair Green	562	2.69	559	2.68	-0.02	Very Low	High	Minor Beneficial
11	B1125 through Westleton	243	1.53	237	1.52	-0.01	Very Low	High	Minor Beneficial
41	B1125 through Middleton	182	1.41	212	1.46	0.05	Very Low	Medium	Minor Adverse

1.3 Amenity

Table 1.41: Amenity 2023 Early Years 24 Hour AAWT

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	6574	7288	11%	Very Low	Medium	Minor Adverse
2	King George's Avenue	4431	5129	16%	Very Low	High	Minor Adverse
3	Lovers Lane (LEEIE)	2842	4343	53%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3039	3500	15%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2847	4123	45%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5437	7070	30%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4215	4678	11%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	4757	5219	10%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6270	6718	7%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3279	3378	3%	Very Low	High	Minor Adverse
9b	Snape Road	4474	4608	3%	Very Low	High	Minor Adverse
10	B1122 through Theberton	5424	7057	30%	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2601	3139	21%	Very Low	High	Minor Adverse
12a	B1121 (N)	4998	5334	7%	Very Low	High	Minor Adverse
12b	B1119 (E)	4946	5412	9%	Very Low	High	Minor Adverse
12c	B1121 (S)	3838	4405	15%	Very Low	Medium	Minor Adverse
13b	B1122	3836	4947	29%	Very Low	Low	Negligible
13c	A12 (middle)	15257	16622	9%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
13d	A1120	3891	4361	12%	Very Low	High	Minor Adverse
13e	A12 (S)	12582	13681	9%	Very Low	Medium	Minor Adverse
16	A12 Wrentham	10037	10684	6%	Very Low	High	Minor Adverse
17b	B1125	1913	2399	25%	Very Low	Medium	Minor Adverse
19b	A12 (N)	11311	12205	8%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	12862	14072	9%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15132	16360	8%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	14504	15410	6%	Very Low	Medium	Minor Adverse
22a	A12 (N)	16815	18216	8%	Very Low	Very low	Negligible
22b	A1094	8116	8804	8%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	21368	23099	8%	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	21358	23082	8%	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	21338	23056	8%	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	21338	23056	8%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	21987	23694	8%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	23485	24787	6%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4392	4737	8%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	1938	2077	7%	Very Low	Very low	Negligible
32a	A12 (N)	24586	25771	5%	Very Low	Very low	Negligible
32c	A12 (S)	41325	42298	2%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	48192	48564	1%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
34c	A12 (S)	38785	39112	1%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	41325	42298	2%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	2059	2588	26%	Very Low	Medium	Minor Adverse
42	B1125 (south of B1387)	2147	2645	23%	Very Low	Medium	Minor Adverse
44	A1120 (west of Dennington)	4629	4839	5%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	4880	5020	3%	Very Low	High	Minor Adverse
58	A12 (north of SLR)	12294	13378	9%	Very Low	Very low	Negligible
59	A12 (south of SLR)	12294	13585	11%	Very Low	Very low	Negligible
64	B1122 north of SZC access	5424	7057	30%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3227	4320	34%	Very Low	Medium	Minor Adverse
67	Main Site Access	0	792	792139%	High	Very low	Minor Adverse
68	Darsham P&R	0	282	281900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	225	224900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	1939	2262	17%	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	3836	4923	28%	Very Low	Medium	Minor Adverse
75	Lovers Lane	2847	4343	53%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	14579	15514	6%	Very Low	Medium	Minor Adverse
83	A145 west of A12	2473	2651	7%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	8982	9636	7%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	11486	12197	6%	Very Low	Very low	Negligible
86	A12 south of B1387	9856	10246	4%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
87	A12 south of Eagle Way/Anson Rd roundabout	45374	45779	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	37558	38207	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3642	4114	13%	Very Low	High	Minor Adverse

Table 1.42: Amenity 2023 Early Years Early Year Representative Hour

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	694	772	11%	Very Low	Medium	Minor Adverse
2	King George's Avenue	418	588	41%	Very Low	High	Minor Adverse
3	Lovers Lane (LEEIE)	348	567	63%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	221	306	38%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	351	538	53%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	503	760	51%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	247	331	34%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	263	344	31%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	540	668	24%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	227	252	11%	Very Low	High	Minor Adverse
9b	Snape Road	312	347	11%	Very Low	High	Minor Adverse
10	B1122 through Theberton	503	782	55%	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	235	378	61%	Very Low	High	Minor Adverse
12a	B1121 (N)	299	337	13%	Very Low	High	Minor Adverse
12b	B1119 (E)	279	363	30%	Very Low	High	Minor Adverse
12c	B1121 (S)	223	291	30%	Very Low	Medium	Minor Adverse
13b	B1122	334	476	43%	Very Low	Low	Negligible
13c	A12 (middle)	1014	1252	23%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
13d	A1120	287	396	38%	Very Low	High	Minor Adverse
13e	A12 (S)	795	986	24%	Very Low	Medium	Minor Adverse
16	A12 Wrentham	744	909	22%	Very Low	High	Minor Adverse
17b	B1125	191	321	68%	Very Low	Medium	Minor Adverse
19b	A12 (N)	1071	1068	0%	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	823	1022	24%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	944	1146	21%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	928	1114	20%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1073	1312	22%	Very Low	Very low	Negligible
22b	A1094	642	814	27%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1442	1755	22%	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	1439	1751	22%	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	1435	1745	22%	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	1435	1746	22%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1472	1781	21%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1663	1908	15%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	254	293	15%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	92	125	36%	Very Low	Very low	Negligible
32a	A12 (N)	1746	1980	13%	Very Low	Very low	Negligible
32c	A12 (S)	2940	3179	8%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
33	A12 south of Woodbridge	3469	3647	5%	Very Low	Very low	Negligible
34c	A12 (S)	2463	2577	5%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	2940	3179	8%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	200	341	71%	Very Low	Medium	Minor Adverse
42	B1125 (south of B1387)	209	343	64%	Very Low	Medium	Minor Adverse
44	A1120 (west of Dennington)	348	391	12%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	392	436	11%	Very Low	High	Minor Adverse
58	A12 (north of SLR)	784	971	24%	Very Low	Very low	Negligible
59	A12 (south of SLR)	784	1000	28%	Very Low	Very low	Negligible
64	B1122 north of SZC access	503	782	55%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	294	431	47%	Very Low	Medium	Minor Adverse
67	Main Site Access	0	162	161900%	High	Very low	Minor Adverse
68	Darsham P&R	0	88	87900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	67	66900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	92	191	108%	Low	Very low	Negligible
74	B1122 (Middleton Moor)	334	471	41%	Very Low	Medium	Minor Adverse
75	Lovers Lane	351	568	62%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	952	1149	21%	Very Low	Medium	Minor Adverse
83	A145 west of A12	204	237	16%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	679	847	25%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
85	A12 south of A1095	850	1037	22%	Very Low	Very low	Negligible
86	A12 south of B1387	672	768	14%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2982	3115	4%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2508	2636	5%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	273	380	39%	Very Low	High	Minor Adverse

Table 1.43: Amenity 2023 Early Year (08:00-09:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
2	King George's Avenue	243	265	9.05%	Very Low	High	Minor Adverse
4c	B1122 (N)	424	515	21.46%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	384	408	6.25%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	416	435	4.57%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	480	495	3.13%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	257	261	1.56%	Very Low	High	Minor Adverse
11	B1125 through Westleton	216	231	6.94%	Very Low	High	Minor Adverse
13d	A1120	306	327	6.86%	Very Low	High	Minor Adverse
41	B1125 through Middleton	164	178	8.54%	Very Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	290	312	7.59%	Very Low	High	Minor Adverse

Table 1.44: Amenity 2023 Early Year (15:00-16:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
2	King George's Avenue	271	290	7.01%	Very Low	High	Minor Adverse
4c	B1122 (N)	441	528	19.73%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	427	457	7.03%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	440	462	5.00%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	505	519	2.77%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	272	274	0.74%	Very Low	High	Minor Adverse
11	B1125 through Westleton	217	237	9.22%	Very Low	High	Minor Adverse
13d	A1120	347	370	6.63%	Very Low	High	Minor Adverse
41	B1125 through Middleton	166	186	12.05%	Very Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	318	342	7.55%	Very Low	High	Minor Adverse

Table 1.45: Amenity 2023 Early Years Early Year 24 Hour AAWT HDVs

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	10	550	5174%	High	Medium	Major Adverse
2	King George's Avenue	17	17	0%	Very Low	High	Nil
3	Lovers Lane (LEEIE)	9	829	9491%	High	Medium	Major Adverse
4a	B1122 (S)	92	92	0%	Very Low	Medium	Nil
4b	Lovers Lane	28	628	2163%	High	Medium	Major Adverse
4c	B1122 (N)	89	689	675%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	113	113	0%	Very Low	High	Nil
6	B1119 Samundham Road	125	125	0%	Very Low	High	Nil
7	B1069 Coldfair Green	133	133	0%	Very Low	High	Nil
8	B1122 Aldeburgh	49	49	0%	Very Low	High	Nil
9b	Snape Road	102	102	0%	Very Low	High	Nil
10	B1122 through Theberton	89	689	672%	High	Medium	Major Adverse
11	B1125 through Westleton	10	10	0%	Very Low	High	Nil
12a	B1121 (N)	39	39	0%	Very Low	High	Nil
12b	B1119 (E)	135	135	0%	Very Low	High	Nil
12c	B1121 (S)	142	142	0%	Very Low	Medium	Nil
13b	B1122	112	736	556%	High	Low	Moderate Adverse
13c	A12 (middle)	816	1432	75%	Very Low	High	Minor Adverse
13d	A1120	130	130	0%	Very Low	High	Nil
13e	A12 (S)	684	1300	90%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	433	535	24%	Very Low	High	Minor Adverse
17b	B1125	0	0	0%	Very Low	Medium	Nil
19b	A12 (N)	13	114	812%	High	Medium	Major Adverse
21b	A12 (north of B1119)	680	1437	111%	Low	Medium	Minor Adverse
21c	A12 (middle)	696	1454	109%	Low	Medium	Minor Adverse
21e	A12 (south of B1119)	726	1482	104%	Low	Medium	Minor Adverse
22a	A12 (N)	850	1604	89%	Very Low	Very low	Negligible
22b	A1094	216	336	56%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	924	1761	91%	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	928	1766	90%	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	928	1766	90%	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	928	1766	90%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	936	1772	89%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	976	1839	88%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	154	154	0%	Very Low	High	Nil
29	B1078 onslip to A12	67	70	5%	Very Low	Very low	Negligible
32a	A12 (N)	1095	1958	79%	Very Low	Very low	Negligible
32c	A12 (S)	1919	2774	45%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	2449	3297	35%	Very Low	Very low	Negligible
34c	A12 (S)	2322	3179	37%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	1919	2774	45%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
41	B1125 through Middleton	10	10	0%	Very Low	Medium	Nil
42	B1125 (south of B1387)	0	0	0%	Very Low	Medium	Nil
44	A1120 (west of Dennington)	145	145	0%	Very Low	High	Nil
53a	A144 (west of A12)	223	223	0%	Very Low	High	Nil
58	A12 (north of SLR)	674	1291	92%	Very Low	Very low	Negligible
59	A12 (south of SLR)	674	1431	112%	Low	Very low	Negligible
64	B1122 north of SZC access	89	689	672%	High	Medium	Major Adverse
66	B1122 west of B1125	103	703	584%	High	Medium	Major Adverse
67	Main Site Access	0	0	0%	Very Low	Very low	Nil
68	Darsham P&R	0	46	45900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	42	41900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	67	106	59%	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	112	712	535%	High	Medium	Major Adverse
75	Lovers Lane	28	848	2956%	High	Medium	Major Adverse
78	A12 (north of B1121)	726	1482	104%	Low	Medium	Minor Adverse
83	A145 west of A12	288	340	18%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	477	579	21%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	669	769	15%	Very Low	Very low	Negligible
86	A12 south of B1387	661	812	23%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2210	3069	39%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2325	3180	37%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
90	A1120 Sibton (east of Mill Hill)	130	130	0%	Very Low	High	Nil

Table 1.46: Amenity 2023 Early Years Early Year Representative Hour HDVs

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	4	36	800%	High	Medium	Major Adverse
2	King George's Avenue	3	3	0%	Very Low	High	Nil
3	Lovers Lane (LEEIE)	2	58	2800%	High	Medium	Major Adverse
4a	B1122 (S)	9	9	0%	Very Low	Medium	Nil
4b	Lovers Lane	3	29	867%	High	Medium	Major Adverse
4c	B1122 (N)	10	37	270%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	11	11	0%	Very Low	High	Nil
6	B1119 Samundham Road	11	11	0%	Very Low	High	Nil
7	B1069 Coldfair Green	13	13	0%	Very Low	High	Nil
8	B1122 Aldeburgh	5	5	0%	Very Low	High	Nil
9b	Snape Road	10	10	0%	Very Low	High	Nil
10	B1122 through Theberton	10	37	270%	High	Medium	Major Adverse
11	B1125 through Westleton	1	1	0%	Very Low	High	Nil
12a	B1121 (N)	4	4	0%	Very Low	High	Nil
12b	B1119 (E)	12	12	0%	Very Low	High	Nil
12c	B1121 (S)	12	12	0%	Very Low	Medium	Nil
13b	B1122	12	45	275%	High	Low	Moderate Adverse
13c	A12 (middle)	75	108	44%	Very Low	High	Minor Adverse
13d	A1120	14	14	0%	Very Low	High	Nil
13e	A12 (S)	62	95	53%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	37	45	22%	Very Low	High	Minor Adverse
17b	B1125	0	0	0%	Very Low	Medium	Nil
19b	A12 (N)	2	9	350%	High	Medium	Major Adverse
21b	A12 (north of B1119)	61	105	72%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	63	107	70%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	64	109	70%	Very Low	Medium	Minor Adverse
22a	A12 (N)	75	121	61%	Very Low	Very low	Negligible
22b	A1094	25	32	28%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	79	127	61%	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	79	127	61%	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	79	126	59%	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	79	127	61%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	79	127	61%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	79	132	67%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	16	16	0%	Very Low	High	Nil
29	B1078 onslip to A12	6	6	0%	Very Low	Very low	Nil
32a	A12 (N)	88	142	61%	Very Low	Very low	Negligible
32c	A12 (S)	145	199	37%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	202	257	27%	Very Low	Very low	Negligible
34c	A12 (S)	196	251	28%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	145	199	37%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
41	B1125 through Middleton	1	1	0%	Very Low	Medium	Nil
42	B1125 (south of B1387)	0	0	0%	Very Low	Medium	Nil
44	A1120 (west of Dennington)	14	14	0%	Very Low	High	Nil
53a	A144 (west of A12)	24	24	0%	Very Low	High	Nil
58	A12 (north of SLR)	61	94	54%	Very Low	Very low	Negligible
59	A12 (south of SLR)	61	102	67%	Very Low	Very low	Negligible
64	B1122 north of SZC access	10	37	270%	High	Medium	Major Adverse
66	B1122 west of B1125	12	40	233%	High	Medium	Major Adverse
67	Main Site Access	0	0	0%	Very Low	Very low	Nil
68	Darsham P&R	0	5	4900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	3	2900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	6	9	50%	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	12	40	233%	High	Medium	Major Adverse
75	Lovers Lane	3	59	1867%	High	Medium	Major Adverse
78	A12 (north of B1121)	64	109	70%	Very Low	Medium	Minor Adverse
83	A145 west of A12	31	36	16%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	41	49	20%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	60	68	13%	Very Low	Very low	Negligible
86	A12 south of B1387	60	73	22%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	182	237	30%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	197	253	28%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
90	A1120 Sibton (east of Mill Hill)	14	14	0%	Very Low	High	Nil

Table 1.47: Amenity 2023 Early Year (08:00-09:00) HDV

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
2	King George's Avenue	2	2	0.00%	Very Low	High	Nil
4c	B1122 (N)	12	64	433.33%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	15	15	0.00%	Very Low	High	Nil
6	B1119 Samundham Road	14	14	0.00%	Very Low	High	Nil
7	B1069 Coldfair Green	16	16	0.00%	Very Low	High	Nil
8	B1122 Aldeburgh	6	6	0.00%	Very Low	High	Nil
11	B1125 through Westleton	1	1	0.00%	Very Low	High	Nil
13d	A1120	17	17	0.00%	Very Low	High	Nil
41	B1125 through Middleton	1	1	0.00%	Very Low	Medium	Nil
90	A1120 Sibton (east of Mill Hill)	17	17	0.00%	Very Low	High	Nil

Table 1.48: Amenity 2023 Early Year (15:00-16:00) HDV

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
2	King George's Avenue	2	2	0.00%	Very Low	High	Nil
4c	B1122 (N)	10	44	340.00%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	12	12	0.00%	Very Low	High	Nil
6	B1119 Samundham Road	11	11	0.00%	Very Low	High	Nil
7	B1069 Coldfair Green	12	12	0.00%	Very Low	High	Nil
8	B1122 Aldeburgh	3	3	0.00%	Very Low	High	Nil
11	B1125 through Westleton	1	1	0.00%	Very Low	High	Nil
13d	A1120	9	9	0.00%	Very Low	High	Nil
41	B1125 through Middleton	1	1	0.00%	Very Low	Medium	Nil
90	A1120 Sibton (east of Mill Hill)	9	9	0.00%	Very Low	High	Nil

Table 1.49: Amenity 2028 Preferred Strategy (Typical Day) 24 Hour AAWT

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	2958	3554	20%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	6484	103%	Low	Medium	Minor Adverse
4b	Lovers Lane	2968	3421	15%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	9323	67%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4414	7744	75%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5131	5878	15%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	7390	13%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3387	4146	22%	Very Low	High	Minor Adverse
9b	Snape Road	4669	5267	13%	Very Low	High	Minor Adverse
10	B1122 through Theberton	5563	492	-91%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	7759	7759116%	High	Medium	Major Adverse
11	B1125 through Westleton	2693	2979	11%	Very Low	High	Minor Adverse
12a	B1121 (N)	5132	5261	3%	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	5877	10%	Very Low	High	Minor Adverse
13a	A12 (N)	15820	16749	6%	Very Low	Low	Negligible
13b	B1122	3964	4281	8%	Very Low	Low	Negligible
13d	A1120	4111	4672	14%	Very Low	High	Minor Adverse
16	A12 Wrentham	10620	11779	11%	Very Low	High	Minor Adverse
21b	A12 (north of B1119)	13471	14193	5%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15918	16560	4%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15531	16037	3%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
22a	A12 (N)	17748	18864	6%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	22419	298	-99%	High	Medium	Major Beneficial
23	A12 Farnham Bend	22412	279	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	23367	23366510%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	22389	265	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	22389	23636	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	24303	5%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24724	26654	8%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	5524	20%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3353	3436	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2070	2240	8%	Very Low	Very low	Negligible
32a	A12 (N)	25811	27565	7%	Very Low	Very low	Negligible
34b	Main Road (E)	7316	7569	3%	Very Low	High	Minor Adverse
41	B1125 through Middleton	2112	2765	31%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8830	9671	10%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7502	8071	8%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	5720	14%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	1923	1923016%	High	Medium	Major Adverse
59	A12 (south of SLR)	12800	14103	10%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	5857	5857193%	High	Medium	Major Adverse
64	B1122 north of SZC access	5563	7981	43%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	4069	4069006%	High	Medium	Major Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
66	B1122 west of B1125	3313	117	-96%	High	Medium	Major Beneficial
67	Main Site Access	0	5332	5332205%	High	Very low	Minor Adverse
68	Darsham P&R	0	2563	2562448%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	2261	2260565%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	2071	4523	118%	Low	Very low	Negligible
73	B1078 south of B1116	8083	9553	18%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3964	340	-91%	High	Medium	Major Beneficial
75	Lovers Lane	2968	3561	20%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5450	6390	17%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4259	5683	33%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	15963	16453	3%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	751	872	16%	Very Low	High	Minor Adverse
83	A145 west of A12	2528	2974	18%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	10709	13%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	13442	11%	Very Low	Very low	Negligible
86	A12 south of B1387	10297	11850	15%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48145	48816	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	39306	40014	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3860	4390	14%	Very Low	High	Minor Adverse

Table 1.50: Amenity 2028 Preferred Strategy (Typical Day) Representative Hour

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	353	402	14%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	Medium	Medium	Moderate Adverse
4b	Lovers Lane	357	395	11%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	863	68%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	124%	Low	High	Moderate Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	652	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	313	34%	Very Low	High	Minor Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
10	B1122 through Theberton	513	40	-92%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	648	647746%	High	Medium	Major Adverse
11	B1125 through Westleton	242	253	5%	Very Low	High	Minor Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	333	13%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1168	8%	Very Low	Low	Negligible
13b	B1122	342	368	8%	Very Low	Low	Negligible
13d	A1120	296	334	13%	Very Low	High	Minor Adverse
16	A12 Wrentham	776	899	16%	Very Low	High	Minor Adverse
21b	A12 (north of B1119)	856	907	6%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	1026	5%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
21e	A12 (south of B1119)	981	1023	4%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1188	5%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	1517	26	-98%	High	Medium	Major Beneficial
23	A12 Farnham Bend	1514	21	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	1552	1551977%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	1511	1571	4%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1611	4%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1884	9%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	355	26%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	112	10%	Very Low	Very low	Negligible
32a	A12 (N)	1804	1955	8%	Very Low	Very low	Negligible
34b	Main Road (E)	419	412	-2%	Very Low	High	Minor Beneficial
41	B1125 through Middleton	204	238	17%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	651	11%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	578	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	467	14%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	121	120438%	High	Medium	Major Adverse
59	A12 (south of SLR)	813	903	11%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	464	463746%	High	Medium	Major Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
64	B1122 north of SZC access	513	670	31%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	351	350977%	High	Medium	Major Adverse
66	B1122 west of B1125	300	9	-97%	High	Medium	Major Beneficial
67	Main Site Access	0	463	462746%	High	Very low	Minor Adverse
68	Darsham P&R	0	291	290900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	224	223900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	102	321	215%	High	Very low	Minor Adverse
73	B1078 south of B1116	589	711	21%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	High	Medium	Major Beneficial
75	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	572	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	1084	4%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	51	-4%	Very Low	High	Minor Beneficial
83	A145 west of A12	207	235	13%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	836	18%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1026	16%	Very Low	Very low	Negligible
86	A12 south of B1387	697	855	23%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3240	3%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2682	3%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.51: Amenity 2028 Preferred Strategy (Typical Day) (08:00-09:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	515	863	67.57%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	123.83%	Low	High	Moderate Adverse
6	B1119 Samundham Road	278	331	19.06%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	652	14.99%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	313	33.76%	Very Low	High	Minor Adverse
11	B1125 through Westleton	242	253	4.55%	Very Low	High	Minor Adverse
13d	A1120	296	334	12.84%	Very Low	High	Minor Adverse
34b	Main Road (E)	419	412	-1.67%	Very Low	High	Minor Beneficial
41	B1125 through Middleton	204	238	16.67%	Very Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	282	318	12.77%	Very Low	High	Minor Adverse

Table 1.52: Amenity 2028 Preferred Strategy (Typical Day) (15:00-16:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	515	863	67.57%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	123.83%	Low	High	Moderate Adverse
6	B1119 Samundham Road	278	331	19.06%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	652	14.99%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	313	33.76%	Very Low	High	Minor Adverse
11	B1125 through Westleton	242	253	4.55%	Very Low	High	Minor Adverse
13d	A1120	296	334	12.84%	Very Low	High	Minor Adverse
34b	Main Road (E)	419	412	-1.67%	Very Low	High	Minor Beneficial
41	B1125 through Middleton	204	238	16.67%	Very Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	282	318	12.77%	Very Low	High	Minor Adverse

Table 1.53: Amenity 2028 Preferred Strategy (Typical Day) 24 Hour AAWT HDVs

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	9	177	1954%	High	Medium	Major Adverse
4a	B1122 (S)	92	304	231%	High	Medium	Major Adverse
4b	Lovers Lane	28	53	90%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	91	332	265%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	117	330	184%	High	High	Major Adverse
6	B1119 Samundham Road	125	149	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	133	137	3%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	49	49	0%	Very Low	High	Nil
9b	Snape Road	102	102	0%	Very Low	High	Nil
10	B1122 through Theberton	91	0	-100%	Medium	Medium	Moderate Beneficial
10A	Theberton Bypass	0	1131	1130892%	High	Medium	Major Adverse
11	B1125 through Westleton	10	10	0%	Very Low	High	Nil
12a	B1121 (N)	43	67	56%	Very Low	High	Minor Adverse
12b	B1119 (E)	135	151	12%	Very Low	High	Minor Adverse
13a	A12 (N)	918	1212	32%	Very Low	Low	Negligible
13b	B1122	112	417	272%	High	Low	Moderate Adverse
13d	A1120	134	138	3%	Very Low	High	Minor Adverse
16	A12 Wrentham	441	565	28%	Very Low	High	Minor Adverse
21b	A12 (north of B1119)	692	1411	104%	Low	Medium	Minor Adverse
21c	A12 (middle)	698	1417	103%	Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
21e	A12 (south of B1119)	728	1447	99%	Very Low	Medium	Minor Adverse
22a	A12 (N)	853	1569	84%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	932	11	-99%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	939	11	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	1634	1633925%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	943	13	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	943	1658	76%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	949	1668	76%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	984	1522	55%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	160	145	-9%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	11	0	-99%	Medium	High	Major Beneficial
29	B1078 onslip to A12	69	137	99%	Very Low	Very low	Negligible
32a	A12 (N)	1112	1614	45%	Very Low	Very low	Negligible
34b	Main Road (E)	0	72	71900%	High	High	Major Adverse
41	B1125 through Middleton	10	10	0%	Very Low	Medium	Nil
51	B1078 (through Gibraltar)	516	510	-1%	Very Low	High	Minor Beneficial
52	B1078 (west of Coddenham)	506	506	0%	Very Low	High	Nil
53a	A144 (west of A12)	223	221	-1%	Very Low	High	Minor Beneficial
57	Sizewell Link Road (east of A12)	0	741	741024%	High	Medium	Major Adverse
59	A12 (south of SLR)	686	1405	105%	Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	1152	1151902%	High	Medium	Major Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
64	B1122 north of SZC access	91	1133	1142%	High	Medium	Major Adverse
65	Middleton Moor Link	0	415	415070%	High	Medium	Major Adverse
66	B1122 west of B1125	106	0	-100%	Medium	Medium	Moderate Beneficial
67	Main Site Access	0	1272	1272338%	High	Very low	Minor Adverse
68	Darsham P&R	0	152	151900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	152	151900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	69	137	99%	Very Low	Very low	Negligible
73	B1078 south of B1116	169	240	42%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	112	4	-97%	Medium	Medium	Moderate Beneficial
75	Lovers Lane	28	193	595%	High	Medium	Major Adverse
76	B1069 (north of Aldringham Lane)	109	208	90%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	22	115	414%	High	Medium	Major Adverse
78	A12 (north of B1121)	728	1447	99%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	75	64	-15%	Very Low	High	Minor Beneficial
83	A145 west of A12	292	317	8%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	483	607	26%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	682	808	19%	Very Low	Very low	Negligible
86	A12 south of B1387	675	826	22%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2214	2591	17%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2313	2704	17%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	132	136	3%	Very Low	High	Minor Adverse

Table 1.54: Amenity 2028 Preferred Strategy (Typical Day) Representative Hour HDVs

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	2	26	1200%	High	Medium	Major Adverse
4a	B1122 (S)	9	27	200%	High	Medium	Major Adverse
4b	Lovers Lane	3	16	433%	High	Medium	Major Adverse
4c	B1122 (N)	11	41	273%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	12	29	142%	Medium	High	Major Adverse
6	B1119 Samundham Road	11	13	18%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	13	13	0%	Very Low	High	Nil
8	B1122 Aldeburgh	5	5	0%	Very Low	High	Nil
9b	Snape Road	10	10	0%	Very Low	High	Nil
10	B1122 through Theberton	11	0	-99%	Medium	Medium	Moderate Beneficial
10A	Theberton Bypass	0	72	71746%	High	Medium	Major Adverse
11	B1125 through Westleton	1	1	0%	Very Low	High	Nil
12a	B1121 (N)	4	6	50%	Very Low	High	Minor Adverse
12b	B1119 (E)	12	13	8%	Very Low	High	Minor Adverse
13a	A12 (N)	86	105	22%	Very Low	Low	Negligible
13b	B1122	12	31	159%	Medium	Low	Minor Adverse
13d	A1120	14	14	0%	Very Low	High	Nil
16	A12 Wrentham	38	45	19%	Very Low	High	Minor Adverse
21b	A12 (north of B1119)	63	104	66%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	63	104	66%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
21e	A12 (south of B1119)	65	105	62%	Very Low	Medium	Minor Adverse
22a	A12 (N)	75	117	56%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	80	2	-98%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	80	2	-98%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	120	119977%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	80	2	-98%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	80	123	54%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	80	125	56%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	82	115	41%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	17	14	-18%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	2	0	-95%	Medium	High	Major Beneficial
29	B1078 onslip to A12	6	12	100%	Very Low	Very low	Negligible
32a	A12 (N)	91	123	35%	Very Low	Very low	Negligible
34b	Main Road (E)	0	4	3900%	High	High	Major Adverse
41	B1125 through Middleton	1	1	0%	Very Low	Medium	Nil
51	B1078 (through Gibraltar)	46	46	0%	Very Low	High	Nil
52	B1078 (west of Coddenham)	45	45	0%	Very Low	High	Nil
53a	A144 (west of A12)	24	24	0%	Very Low	High	Nil
57	Sizewell Link Road (east of A12)	0	43	42438%	High	Medium	Major Adverse
59	A12 (south of SLR)	62	104	68%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	73	72746%	High	Medium	Major Adverse
64	B1122 north of SZC access	11	72	553%	High	Medium	Major Adverse

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
65	Middleton Moor Link	0	31	30977%	High	Medium	Major Adverse
66	B1122 west of B1125	12	0	-99%	Medium	Medium	Moderate Beneficial
67	Main Site Access	0	89	88746%	High	Very low	Minor Adverse
68	Darsham P&R	0	12	11900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	12	11900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	6	12	100%	Very Low	Very low	Negligible
73	B1078 south of B1116	18	22	22%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	12	0	-99%	Medium	Medium	Moderate Beneficial
75	Lovers Lane	3	28	833%	High	Medium	Major Adverse
76	B1069 (north of Aldringham Lane)	12	21	75%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	2	9	350%	High	Medium	Major Adverse
78	A12 (north of B1121)	65	106	63%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	7	5	-29%	Very Low	High	Minor Beneficial
83	A145 west of A12	32	34	5%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	42	49	17%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	61	68	12%	Very Low	Very low	Negligible
86	A12 south of B1387	62	71	14%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	186	214	15%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	201	228	14%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	14	14	0%	Very Low	High	Nil

Table 1.55: Amenity 2028 Preferred Strategy (Typical Day) (08:00-09:00) HDV

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	12	23	91.67%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	16	25	56.25%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	14	16	14.29%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	16	16	0.00%	Very Low	High	Nil
8	B1122 Aldeburgh	6	6	0.00%	Very Low	High	Nil
11	B1125 through Westleton	1	1	0.00%	Very Low	High	Nil
13d	A1120	18	19	5.56%	Very Low	High	Minor Adverse
34b	Main Road (E)	0	4	3900.00%	High	High	Major Adverse
41	B1125 through Middleton	1	1	0.00%	Very Low	Medium	Nil
90	A1120 Sibton (east of Mill Hill)	18	19	5.56%	Very Low	High	Minor Adverse

Table 1.56: Amenity 2028 Preferred Strategy (Typical Day) (15:00-16:00) HDV

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	10	20	100.00%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	12	23	91.67%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	11	13	18.18%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	12	13	8.33%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3	3	0.00%	Very Low	High	Nil
11	B1125 through Westleton	1	1	0.00%	Very Low	High	Nil
13d	A1120	10	10	0.00%	Very Low	High	Nil
34b	Main Road (E)	0	4	3900.00%	High	High	Major Adverse
41	B1125 through Middleton	1	1	0.00%	Very Low	Medium	Nil
90	A1120 Sibton (east of Mill Hill)	9	10	11.11%	Very Low	High	Minor Adverse

Table 1.57: Amenity 2028 Preferred Strategy (Busiest Day) 24 Hour AAWT

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	2958	3540	20%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	6490	103%	Low	Medium	Minor Adverse
4b	Lovers Lane	2968	3408	15%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	9307	67%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4414	7744	75%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5131	5901	15%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	7388	13%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3387	4144	22%	Very Low	High	Minor Adverse
9b	Snape Road	4669	5275	13%	Very Low	High	Minor Adverse
10	B1122 through Theberton	5563	509	-91%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	7927	7926454%	High	Medium	Major Adverse
11	B1125 through Westleton	2693	2979	11%	Very Low	High	Minor Adverse
12a	B1121 (N)	5132	5301	3%	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	5897	11%	Very Low	High	Minor Adverse
13a	A12 (N)	15820	16724	6%	Very Low	Low	Negligible
13b	B1122	3964	4317	9%	Very Low	Low	Negligible
13d	A1120	4111	4693	14%	Very Low	High	Minor Adverse
16	A12 Wrentham	10620	11775	11%	Very Low	High	Minor Adverse
19b	A12 (N)	15091	15148	0%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13471	14297	6%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15918	16674	5%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
21e	A12 (south of B1119)	15531	16105	4%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	18934	7%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	22419	298	-99%	High	Medium	Major Beneficial
23	A12 Farnham Bend	22412	279	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	23416	23415691%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	22389	265	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	22389	23687	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	24352	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24724	26654	8%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	5534	21%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3353	3434	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2070	2238	8%	Very Low	Very low	Negligible
32a	A12 (N)	25811	27532	7%	Very Low	Very low	Negligible
32c	A12 (S)	42586	43932	3%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	7316	7650	5%	Very Low	High	Minor Adverse
38b	A12 Woodbridge n/o B1079	42586	43932	3%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	2112	2760	31%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8830	9705	10%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7502	8153	9%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	5716	14%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	2071	2070481%	High	Medium	Major Adverse
59	A12 (south of SLR)	12800	14175	11%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
63	Theberton Bypass (west of B1125)	0	6036	6036183%	High	Medium	Major Adverse
64	B1122 north of SZC access	5563	8163	47%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	4103	4102476%	High	Medium	Major Adverse
66	B1122 west of B1125	3313	117	-96%	High	Medium	Major Beneficial
67	Main Site Access	0	5530	5530248%	High	Very low	Minor Adverse
68	Darsham P&R	0	2563	2562448%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	2246	2245839%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	2071	4505	118%	Low	Very low	Negligible
73	B1078 south of B1116	8083	9538	18%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3964	346	-91%	High	Medium	Major Beneficial
75	Lovers Lane	2968	3548	20%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5450	6384	17%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4259	5681	33%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	15963	16514	3%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	751	884	18%	Very Low	High	Minor Adverse
83	A145 west of A12	2528	2965	17%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	10699	13%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	13428	11%	Very Low	Very low	Negligible
86	A12 south of B1387	10297	11831	15%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48145	48697	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	39306	39979	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3860	4415	14%	Very Low	High	Minor Adverse

Table 1.58: Amenity 2028 Preferred Strategy (Busiest Day) Representative Hour

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	353	402	14%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	Medium	Medium	Moderate Adverse
4b	Lovers Lane	357	395	11%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	863	68%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	124%	Low	High	Moderate Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	652	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	313	34%	Very Low	High	Minor Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
10	B1122 through Theberton	513	48	-91%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	652	651600%	High	Medium	Major Adverse
11	B1125 through Westleton	242	253	5%	Very Low	High	Minor Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	333	13%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1169	8%	Very Low	Low	Negligible
13b	B1122	342	370	8%	Very Low	Low	Negligible
13d	A1120	296	334	13%	Very Low	High	Minor Adverse
16	A12 Wrentham	776	900	16%	Very Low	High	Minor Adverse
19b	A12 (N)	1167	1163	0%	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	856	914	7%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
21c	A12 (middle)	981	1034	5%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	1033	5%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1196	6%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	1517	26	-98%	High	Medium	Major Beneficial
23	A12 Farnham Bend	1514	21	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	1561	1560500%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	1511	1580	5%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1620	5%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1882	9%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	357	27%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	114	12%	Very Low	Very low	Negligible
32a	A12 (N)	1804	1951	8%	Very Low	Very low	Negligible
32c	A12 (S)	3048	3201	5%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	419	417	0%	Very Low	High	Minor Beneficial
38b	A12 Woodbridge n/o B1079	3048	3201	5%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	204	238	17%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	653	12%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	578	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	466	14%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
57	Sizewell Link Road (east of A12)	0	130	129700%	High	Medium	Major Adverse
59	A12 (south of SLR)	813	912	12%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	476	476300%	High	Medium	Major Adverse
64	B1122 north of SZC access	513	680	33%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	354	353500%	High	Medium	Major Adverse
66	B1122 west of B1125	300	9	-97%	High	Medium	Major Beneficial
67	Main Site Access	0	473	472900%	High	Very low	Minor Adverse
68	Darsham P&R	0	291	290900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	217	216900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	102	316	210%	High	Very low	Minor Adverse
73	B1078 south of B1116	589	701	19%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	High	Medium	Major Beneficial
75	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	572	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	1092	5%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	51	-4%	Very Low	High	Minor Beneficial
83	A145 west of A12	207	234	13%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	837	18%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1026	16%	Very Low	Very low	Negligible
86	A12 south of B1387	697	855	23%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3249	3%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2691	3%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.59: Amenity 2028 Preferred Strategy (Busiest Day) (08:00-09:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	433	559	29.10%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	395	509	28.86%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	465	500	7.53%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	501	521	3.99%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	266	290	9.02%	Very Low	High	Minor Adverse
11	B1125 through Westleton	222	225	1.35%	Very Low	High	Minor Adverse
13d	A1120	319	336	5.33%	Very Low	High	Minor Adverse
34b	Main Road (E)	406	435	7.14%	Very Low	High	Minor Adverse
41	B1125 through Middleton	167	204	22.16%	Very Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	304	320	5.26%	Very Low	High	Minor Adverse

Table 1.60: Amenity 2028 Preferred Strategy (Busiest Day) (15:00-16:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	456	688	50.88%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	453	659	45.47%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	483	551	14.08%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	528	574	8.71%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	288	320	11.11%	Very Low	High	Minor Adverse
11	B1125 through Westleton	228	255	11.84%	Very Low	High	Minor Adverse
13d	A1120	391	435	11.25%	Very Low	High	Minor Adverse
34b	Main Road (E)	577	629	9.01%	Very Low	High	Minor Adverse
41	B1125 through Middleton	174	233	33.91%	Very Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	359	404	12.53%	Very Low	High	Minor Adverse

Table 1.61: Amenity 2028 Preferred Strategy (Busiest Day) 24 Hour AAWT HDVs

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	9	177	1954%	High	Medium	Major Adverse
4a	B1122 (S)	92	304	231%	High	Medium	Major Adverse
4b	Lovers Lane	28	53	90%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	91	332	265%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	117	330	184%	High	High	Major Adverse
6	B1119 Samundham Road	125	149	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	133	137	3%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	49	49	0%	Very Low	High	Nil
9b	Snape Road	102	102	0%	Very Low	High	Nil
10	B1122 through Theberton	91	0	-100%	Medium	Medium	Moderate Beneficial
10A	Theberton Bypass	0	1331	1330892%	High	Medium	Major Adverse
11	B1125 through Westleton	10	10	0%	Very Low	High	Nil
12a	B1121 (N)	43	67	56%	Very Low	High	Minor Adverse
12b	B1119 (E)	135	151	12%	Very Low	High	Minor Adverse
13a	A12 (N)	918	1242	35%	Very Low	Low	Negligible
13b	B1122	112	447	298%	High	Low	Moderate Adverse
13d	A1120	134	138	3%	Very Low	High	Minor Adverse
16	A12 Wrentham	441	585	32%	Very Low	High	Minor Adverse
19b	A12 (N)	213	283	33%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	692	1582	129%	Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
21c	A12 (middle)	698	1588	127%	Low	Medium	Minor Adverse
21e	A12 (south of B1119)	728	1618	122%	Low	Medium	Minor Adverse
22a	A12 (N)	853	1740	104%	Low	Very low	Negligible
22c	A12 (S) (Farnham)	932	11	-99%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	939	11	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	1804	1804310%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	943	13	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	943	1828	94%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	949	1838	94%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	984	1692	72%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	160	145	-9%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	11	0	-99%	Medium	High	Major Beneficial
29	B1078 onslip to A12	69	137	99%	Very Low	Very low	Negligible
32a	A12 (N)	1112	1784	60%	Very Low	Very low	Negligible
32c	A12 (S)	1934	2572	33%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	0	72	71900%	High	High	Major Adverse
38b	A12 Woodbridge n/o B1079	1934	2572	33%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	10	10	0%	Very Low	Medium	Nil
51	B1078 (through Gibraltar)	516	510	-1%	Very Low	High	Minor Beneficial
52	B1078 (west of Coddenham)	506	504	0%	Very Low	High	Minor Beneficial
53a	A144 (west of A12)	223	221	-1%	Very Low	High	Minor Beneficial

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
57	Sizewell Link Road (east of A12)	0	912	911409%	High	Medium	Major Adverse
59	A12 (south of SLR)	686	1576	130%	Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	1352	1351902%	High	Medium	Major Adverse
64	B1122 north of SZC access	91	1333	1361%	High	Medium	Major Adverse
65	Middleton Moor Link	0	445	444685%	High	Medium	Major Adverse
66	B1122 west of B1125	106	0	-100%	Medium	Medium	Moderate Beneficial
67	Main Site Access	0	1472	1472338%	High	Very low	Minor Adverse
68	Darsham P&R	0	152	151900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	152	151900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	69	137	99%	Very Low	Very low	Negligible
73	B1078 south of B1116	169	240	42%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	112	4	-97%	Medium	Medium	Moderate Beneficial
75	Lovers Lane	28	193	595%	High	Medium	Major Adverse
76	B1069 (north of Aldringham Lane)	109	208	90%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	22	115	414%	High	Medium	Major Adverse
78	A12 (north of B1121)	728	1618	122%	Low	Medium	Minor Adverse
82	B1438 Melton Hill	75	64	-15%	Very Low	High	Minor Beneficial
83	A145 west of A12	292	327	12%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	483	626	30%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	682	827	21%	Very Low	Very low	Negligible
86	A12 south of B1387	675	856	27%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
87	A12 south of Eagle Way/Anson Rd roundabout	2214	2749	24%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2313	2873	24%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	132	136	3%	Very Low	High	Minor Adverse

Table 1.62: Amenity 2028 Preferred Strategy (Busiest Day) Representative Hour HDVs

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	2	26	1200%	High	Medium	Major Adverse
4a	B1122 (S)	9	27	200%	High	Medium	Major Adverse
4b	Lovers Lane	3	16	433%	High	Medium	Major Adverse
4c	B1122 (N)	11	41	273%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	12	29	142%	Medium	High	Major Adverse
6	B1119 Samundham Road	11	13	18%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	13	13	0%	Very Low	High	Nil
8	B1122 Aldeburgh	5	5	0%	Very Low	High	Nil
9b	Snape Road	10	10	0%	Very Low	High	Nil
10	B1122 through Theberton	11	0	-99%	Medium	Medium	Moderate Beneficial
10A	Theberton Bypass	0	84	83600%	High	Medium	Major Adverse
11	B1125 through Westleton	1	1	0%	Very Low	High	Nil
12a	B1121 (N)	4	6	50%	Very Low	High	Minor Adverse
12b	B1119 (E)	12	13	8%	Very Low	High	Minor Adverse
13a	A12 (N)	86	107	24%	Very Low	Low	Negligible
13b	B1122	12	33	174%	High	Low	Moderate Adverse
13d	A1120	14	14	0%	Very Low	High	Nil
16	A12 Wrentham	38	46	22%	Very Low	High	Minor Adverse
19b	A12 (N)	15	21	37%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	63	114	81%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
21c	A12 (middle)	63	114	81%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	65	116	78%	Very Low	Medium	Minor Adverse
22a	A12 (N)	75	127	69%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	80	2	-98%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	80	2	-98%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	131	130500%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	80	2	-98%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	80	133	67%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	80	135	69%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	82	128	56%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	17	14	-18%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	2	0	-95%	Medium	High	Major Beneficial
29	B1078 onslip to A12	6	12	100%	Very Low	Very low	Negligible
32a	A12 (N)	91	135	48%	Very Low	Very low	Negligible
32c	A12 (S)	148	194	31%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	0	4	3900%	High	High	Major Adverse
38b	A12 Woodbridge n/o B1079	148	194	31%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	1	1	0%	Very Low	Medium	Nil
51	B1078 (through Gibraltar)	46	46	0%	Very Low	High	Nil
52	B1078 (west of Coddenham)	45	45	0%	Very Low	High	Nil
53a	A144 (west of A12)	24	24	0%	Very Low	High	Nil
57	Sizewell Link Road (east of A12)	0	52	51700%	High	Medium	Major Adverse

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
59	A12 (south of SLR)	62	114	83%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	85	85300%	High	Medium	Major Adverse
64	B1122 north of SZC access	11	82	648%	High	Medium	Major Adverse
65	Middleton Moor Link	0	34	33500%	High	Medium	Major Adverse
66	B1122 west of B1125	12	0	-99%	Medium	Medium	Moderate Beneficial
67	Main Site Access	0	100	99900%	High	Very low	Minor Adverse
68	Darsham P&R	0	12	11900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	12	11900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	6	12	100%	Very Low	Very low	Negligible
73	B1078 south of B1116	18	22	22%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	12	0	-99%	Medium	Medium	Moderate Beneficial
75	Lovers Lane	3	28	833%	High	Medium	Major Adverse
76	B1069 (north of Aldringham Lane)	12	21	75%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	2	9	350%	High	Medium	Major Adverse
78	A12 (north of B1121)	65	116	78%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	7	5	-29%	Very Low	High	Minor Beneficial
83	A145 west of A12	32	33	4%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	42	50	20%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	61	69	13%	Very Low	Very low	Negligible
86	A12 south of B1387	62	71	14%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	186	226	21%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	201	241	20%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
90	A1120 Sibton (east of Mill Hill)	14	14	0%	Very Low	High	Nil

Table 1.63: Amenity 2028 Preferred Strategy (Busiest Day) (08:00-09:00) HDV

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	12	23	91.67%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	16	25	56.25%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	14	16	14.29%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	16	16	0.00%	Very Low	High	Nil
8	B1122 Aldeburgh	6	6	0.00%	Very Low	High	Nil
11	B1125 through Westleton	1	1	0.00%	Very Low	High	Nil
13d	A1120	18	19	5.56%	Very Low	High	Minor Adverse
34b	Main Road (E)	0	4	3900.00%	High	High	Major Adverse
41	B1125 through Middleton	1	1	0.00%	Very Low	Medium	Nil
90	A1120 Sibton (east of Mill Hill)	18	19	5.56%	Very Low	High	Minor Adverse

Table 1.64: Amenity 2028 Preferred Strategy (Busiest Day) (15:00-16:00) HDV

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	10	20	100.00%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	12	23	91.67%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	11	13	18.18%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	12	13	8.33%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3	3	0.00%	Very Low	High	Nil
11	B1125 through Westleton	1	1	0.00%	Very Low	High	Nil
13d	A1120	10	10	0.00%	Very Low	High	Nil
34b	Main Road (E)	0	4	3900.00%	High	High	Major Adverse
41	B1125 through Middleton	1	1	0.00%	Very Low	Medium	Nil
90	A1120 Sibton (east of Mill Hill)	9	10	11.11%	Very Low	High	Minor Adverse

Table 1.65: Amenity 2028 Integrated Strategy (Typical Day) 24 Hour AAWT

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	2958	3554	20%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	6484	103%	Low	Medium	Minor Adverse
4b	Lovers Lane	2968	3421	15%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	9323	67%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4414	7744	75%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5131	5878	15%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	7390	13%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3387	4146	22%	Very Low	High	Minor Adverse
9b	Snape Road	4669	5267	13%	Very Low	High	Minor Adverse
10	B1122 through Theberton	5563	492	-91%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	7909	7909116%	High	Medium	Major Adverse
11	B1125 through Westleton	2693	2979	11%	Very Low	High	Minor Adverse
12a	B1121 (N)	5132	5261	3%	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	5877	10%	Very Low	High	Minor Adverse
13a	A12 (N)	15820	16772	6%	Very Low	Low	Negligible
13b	B1122	3964	4304	9%	Very Low	Low	Negligible
13d	A1120	4111	4672	14%	Very Low	High	Minor Adverse
16	A12 Wrentham	10620	11794	11%	Very Low	High	Minor Adverse
19b	A12 (N)	15091	15160	0%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13471	14321	6%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15918	16687	5%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
21e	A12 (south of B1119)	15531	16164	4%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	18991	7%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	22419	298	-99%	High	Medium	Major Beneficial
23	A12 Farnham Bend	22412	279	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	23494	23493895%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	22389	265	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	22389	23764	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	24431	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24724	26782	8%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	5524	20%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3353	3436	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2070	2240	8%	Very Low	Very low	Negligible
32a	A12 (N)	25811	27693	7%	Very Low	Very low	Negligible
32c	A12 (S)	42586	44134	4%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	7316	7569	3%	Very Low	High	Minor Adverse
38b	A12 Woodbridge n/o B1079	42586	44134	4%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	2112	2765	31%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8830	9671	10%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7502	8071	8%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	5720	14%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	2051	2050401%	High	Medium	Major Adverse
59	A12 (south of SLR)	12800	14230	11%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
63	Theberton Bypass (west of B1125)	0	6007	6007193%	High	Medium	Major Adverse
64	B1122 north of SZC access	5563	8131	46%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	4092	4091621%	High	Medium	Major Adverse
66	B1122 west of B1125	3313	117	-96%	High	Medium	Major Beneficial
67	Main Site Access	0	5482	5482205%	High	Very low	Minor Adverse
68	Darsham P&R	0	2563	2562448%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	2277	2276789%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	2071	4523	118%	Low	Very low	Negligible
73	B1078 south of B1116	8083	9553	18%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3964	340	-91%	High	Medium	Major Beneficial
75	Lovers Lane	2968	3561	20%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5450	6390	17%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4259	5683	33%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	15963	16580	4%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	751	872	16%	Very Low	High	Minor Adverse
83	A145 west of A12	2528	2981	18%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	10724	13%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	13457	11%	Very Low	Very low	Negligible
86	A12 south of B1387	10297	11872	15%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48145	48943	2%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	39306	40141	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3860	4390	14%	Very Low	High	Minor Adverse

Table 1.66: Amenity 2028 Integrated Strategy (Typical Day) Representative Hour

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	353	402	14%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	Medium	Medium	Moderate Adverse
4b	Lovers Lane	357	395	11%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	863	68%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	124%	Low	High	Moderate Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	652	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	313	34%	Very Low	High	Minor Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
10	B1122 through Theberton	513	40	-92%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	655	654900%	High	Medium	Major Adverse
11	B1125 through Westleton	242	253	5%	Very Low	High	Minor Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	333	13%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1169	8%	Very Low	Low	Negligible
13b	B1122	342	369	8%	Very Low	Low	Negligible
13d	A1120	296	334	13%	Very Low	High	Minor Adverse
16	A12 Wrentham	776	900	16%	Very Low	High	Minor Adverse
19b	A12 (N)	1167	1163	0%	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	856	914	7%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
21c	A12 (middle)	981	1033	5%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	1030	5%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1195	5%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	1517	26	-98%	High	Medium	Major Beneficial
23	A12 Farnham Bend	1514	21	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	1559	1558900%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	1511	1578	4%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1618	5%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1892	10%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	355	26%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	112	10%	Very Low	Very low	Negligible
32a	A12 (N)	1804	1963	9%	Very Low	Very low	Negligible
32c	A12 (S)	3048	3210	5%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	419	412	-2%	Very Low	High	Minor Beneficial
38b	A12 Woodbridge n/o B1079	3048	3210	5%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	204	238	17%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	651	11%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	578	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	467	14%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
57	Sizewell Link Road (east of A12)	0	127	126900%	High	Medium	Major Adverse
59	A12 (south of SLR)	813	910	12%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	471	470900%	High	Medium	Major Adverse
64	B1122 north of SZC access	513	677	32%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	352	351900%	High	Medium	Major Adverse
66	B1122 west of B1125	300	9	-97%	High	Medium	Major Beneficial
67	Main Site Access	0	470	469900%	High	Very low	Minor Adverse
68	Darsham P&R	0	291	290900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	224	223900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	102	321	215%	High	Very low	Minor Adverse
73	B1078 south of B1116	589	711	21%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	High	Medium	Major Beneficial
75	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	572	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	1091	5%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	51	-4%	Very Low	High	Minor Beneficial
83	A145 west of A12	207	235	14%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	837	18%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1027	16%	Very Low	Very low	Negligible
86	A12 south of B1387	697	856	23%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3248	3%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2691	3%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.67: Amenity 2028 Integrated Strategy (Typical Day) 24 Hour AAWT HDVs

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	9	177	1954%	High	Medium	Major Adverse
4a	B1122 (S)	92	304	231%	High	Medium	Major Adverse
4b	Lovers Lane	28	53	90%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	91	332	265%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	117	330	184%	High	High	Major Adverse
6	B1119 Samundham Road	125	149	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	133	137	3%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	49	49	0%	Very Low	High	Nil
9b	Snape Road	102	102	0%	Very Low	High	Nil
10	B1122 through Theberton	91	0	-100%	Medium	Medium	Moderate Beneficial
10A	Theberton Bypass	0	1281	1280892%	High	Medium	Major Adverse
11	B1125 through Westleton	10	10	0%	Very Low	High	Nil
12a	B1121 (N)	43	67	56%	Very Low	High	Minor Adverse
12b	B1119 (E)	135	151	12%	Very Low	High	Minor Adverse
13a	A12 (N)	918	1235	35%	Very Low	Low	Negligible
13b	B1122	112	440	292%	High	Low	Moderate Adverse
13d	A1120	134	138	3%	Very Low	High	Minor Adverse
16	A12 Wrentham	441	581	32%	Very Low	High	Minor Adverse
19b	A12 (N)	213	279	31%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	692	1539	122%	Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
21c	A12 (middle)	698	1545	121%	Low	Medium	Minor Adverse
21e	A12 (south of B1119)	728	1575	116%	Low	Medium	Minor Adverse
22a	A12 (N)	853	1697	99%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	932	11	-99%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	939	11	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	1761	1761310%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	943	13	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	943	1785	89%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	949	1795	89%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	984	1649	68%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	160	145	-9%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	11	0	-99%	Medium	High	Major Beneficial
29	B1078 onslip to A12	69	137	99%	Very Low	Very low	Negligible
32a	A12 (N)	1112	1741	57%	Very Low	Very low	Negligible
32c	A12 (S)	1934	2529	31%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	0	72	71900%	High	High	Major Adverse
38b	A12 Woodbridge n/o B1079	1934	2529	31%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	10	10	0%	Very Low	Medium	Nil
51	B1078 (through Gibraltar)	516	510	-1%	Very Low	High	Minor Beneficial
52	B1078 (west of Coddenham)	506	506	0%	Very Low	High	Nil
53a	A144 (west of A12)	223	221	-1%	Very Low	High	Minor Beneficial

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
57	Sizewell Link Road (east of A12)	0	869	868409%	High	Medium	Major Adverse
59	A12 (south of SLR)	686	1533	123%	Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	1302	1301902%	High	Medium	Major Adverse
64	B1122 north of SZC access	91	1283	1307%	High	Medium	Major Adverse
65	Middleton Moor Link	0	438	437685%	High	Medium	Major Adverse
66	B1122 west of B1125	106	0	-100%	Medium	Medium	Moderate Beneficial
67	Main Site Access	0	1422	1422338%	High	Very low	Minor Adverse
68	Darsham P&R	0	152	151900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	152	151900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	69	137	99%	Very Low	Very low	Negligible
73	B1078 south of B1116	169	240	42%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	112	4	-97%	Medium	Medium	Moderate Beneficial
75	Lovers Lane	28	193	595%	High	Medium	Major Adverse
76	B1069 (north of Aldringham Lane)	109	208	90%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	22	115	414%	High	Medium	Major Adverse
78	A12 (north of B1121)	728	1575	116%	Low	Medium	Minor Adverse
82	B1438 Melton Hill	75	64	-15%	Very Low	High	Minor Beneficial
83	A145 west of A12	292	324	11%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	483	622	29%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	682	823	21%	Very Low	Very low	Negligible
86	A12 south of B1387	675	849	26%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
87	A12 south of Eagle Way/Anson Rd roundabout	2214	2719	23%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2313	2832	22%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	132	136	3%	Very Low	High	Minor Adverse

Table 1.68: Amenity 2028 Integrated Strategy (Typical Day) Representative Hour HDVs

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	2	26	1200%	High	Medium	Major Adverse
4a	B1122 (S)	9	27	200%	High	Medium	Major Adverse
4b	Lovers Lane	3	16	433%	High	Medium	Major Adverse
4c	B1122 (N)	11	41	273%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	12	29	142%	Medium	High	Major Adverse
6	B1119 Samundham Road	11	13	18%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	13	13	0%	Very Low	High	Nil
8	B1122 Aldeburgh	5	5	0%	Very Low	High	Nil
9b	Snape Road	10	10	0%	Very Low	High	Nil
10	B1122 through Theberton	11	0	-99%	Medium	Medium	Moderate Beneficial
10A	Theberton Bypass	0	79	78900%	High	Medium	Major Adverse
11	B1125 through Westleton	1	1	0%	Very Low	High	Nil
12a	B1121 (N)	4	6	50%	Very Low	High	Minor Adverse
12b	B1119 (E)	12	13	8%	Very Low	High	Minor Adverse
13a	A12 (N)	86	106	23%	Very Low	Low	Negligible
13b	B1122	12	32	167%	High	Low	Moderate Adverse
13d	A1120	14	14	0%	Very Low	High	Nil
16	A12 Wrentham	38	46	21%	Very Low	High	Minor Adverse
19b	A12 (N)	15	20	33%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	63	111	76%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
21c	A12 (middle)	63	111	76%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	65	112	72%	Very Low	Medium	Minor Adverse
22a	A12 (N)	75	124	65%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	80	2	-98%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	80	2	-98%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	127	126900%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	80	2	-98%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	80	130	63%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	80	132	65%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	82	123	50%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	17	14	-18%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	2	0	-95%	Medium	High	Major Beneficial
29	B1078 onslip to A12	6	12	100%	Very Low	Very low	Negligible
32a	A12 (N)	91	131	44%	Very Low	Very low	Negligible
32c	A12 (S)	148	190	28%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	0	4	3900%	High	High	Major Adverse
38b	A12 Woodbridge n/o B1079	148	190	28%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	1	1	0%	Very Low	Medium	Nil
51	B1078 (through Gibraltar)	46	46	0%	Very Low	High	Nil
52	B1078 (west of Coddenham)	45	45	0%	Very Low	High	Nil
53a	A144 (west of A12)	24	24	0%	Very Low	High	Nil
57	Sizewell Link Road (east of A12)	0	49	48900%	High	Medium	Major Adverse

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
59	A12 (south of SLR)	62	111	79%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	80	79900%	High	Medium	Major Adverse
64	B1122 north of SZC access	11	79	618%	High	Medium	Major Adverse
65	Middleton Moor Link	0	32	31900%	High	Medium	Major Adverse
66	B1122 west of B1125	12	0	-99%	Medium	Medium	Moderate Beneficial
67	Main Site Access	0	96	95900%	High	Very low	Minor Adverse
68	Darsham P&R	0	12	11900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	12	11900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	6	12	100%	Very Low	Very low	Negligible
73	B1078 south of B1116	18	22	22%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	12	0	-99%	Medium	Medium	Moderate Beneficial
75	Lovers Lane	3	28	833%	High	Medium	Major Adverse
76	B1069 (north of Aldringham Lane)	12	21	75%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	2	9	350%	High	Medium	Major Adverse
78	A12 (north of B1121)	65	113	74%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	7	5	-29%	Very Low	High	Minor Beneficial
83	A145 west of A12	32	34	6%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	42	50	19%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	61	69	13%	Very Low	Very low	Negligible
86	A12 south of B1387	62	72	16%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	186	222	19%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	201	237	18%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
90	A1120 Sibton (east of Mill Hill)	14	14	0%	Very Low	High	Nil

Table 1.69: Amenity 2028 Integrated Strategy (Busiest Day) 24 Hour AAWT

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	2958	3540	20%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	6490	103%	Low	Medium	Minor Adverse
4b	Lovers Lane	2968	3408	15%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	9307	67%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4414	7744	75%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5131	5901	15%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	7388	13%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3387	4144	22%	Very Low	High	Minor Adverse
9b	Snape Road	4669	5275	13%	Very Low	High	Minor Adverse
10	B1122 through Theberton	5563	509	-91%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	8227	8226454%	High	Medium	Major Adverse
11	B1125 through Westleton	2693	2979	11%	Very Low	High	Minor Adverse
12a	B1121 (N)	5132	5301	3%	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	5897	11%	Very Low	High	Minor Adverse
13a	A12 (N)	15820	16769	6%	Very Low	Low	Negligible
13b	B1122	3964	4362	10%	Very Low	Low	Negligible
13d	A1120	4111	4693	14%	Very Low	High	Minor Adverse
16	A12 Wrentham	10620	11805	11%	Very Low	High	Minor Adverse
17a	A12 (N)	11772	13539	15%	Very Low	Medium	Minor Adverse
17c	A12 (S)	9661	11278	17%	Very Low	Medium	Minor Adverse
19b	A12 (N)	15091	15178	1%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
21b	A12 (north of B1119)	13471	14552	8%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15918	16929	6%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15531	16360	5%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	19189	8%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	22419	298	-99%	High	Medium	Major Beneficial
23	A12 Farnham Bend	22412	279	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	23671	23670691%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	22389	265	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	22389	23942	7%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	24607	7%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24724	26909	9%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	5534	21%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3353	3434	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2070	2238	8%	Very Low	Very low	Negligible
32a	A12 (N)	25811	27787	8%	Very Low	Very low	Negligible
32c	A12 (S)	42586	44187	4%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	49112	49737	1%	Very Low	Very low	Negligible
34b	Main Road (E)	7316	7650	5%	Very Low	High	Minor Adverse
34c	A12 (S)	40853	41579	2%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	42586	44187	4%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	2112	2760	31%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8830	9705	10%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
52	B1078 (west of Coddenham)	7502	8153	9%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	5716	14%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	10259	11954	17%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	2326	2325481%	High	Medium	Major Adverse
59	A12 (south of SLR)	12800	14430	13%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	6336	6336183%	High	Medium	Major Adverse
64	B1122 north of SZC access	5563	8463	52%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	4148	4147476%	High	Medium	Major Adverse
66	B1122 west of B1125	3313	117	-96%	High	Medium	Major Beneficial
67	Main Site Access	0	5830	5830248%	High	Very low	Minor Adverse
68	Darsham P&R	0	2563	2562448%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	2262	2262063%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	2071	4505	118%	Low	Very low	Negligible
73	B1078 south of B1116	8083	9538	18%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3964	346	-91%	High	Medium	Major Beneficial
75	Lovers Lane	2968	3548	20%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5450	6384	17%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4259	5681	33%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	15963	16769	5%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	751	884	18%	Very Low	High	Minor Adverse
83	A145 west of A12	2528	2980	18%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	10729	13%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
85	A12 south of A1095	12112	13458	11%	Very Low	Very low	Negligible
86	A12 south of B1387	10297	11876	15%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48145	48952	2%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	39306	40234	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3860	4415	14%	Very Low	High	Minor Adverse

Table 1.70: Amenity 2028 Integrated Strategy (Busiest Day) Representative Hour

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	353	402	14%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	Medium	Medium	Moderate Adverse
4b	Lovers Lane	357	395	11%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	863	68%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	124%	Low	High	Moderate Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	652	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	313	34%	Very Low	High	Minor Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
10	B1122 through Theberton	513	48	-91%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	667	666900%	High	Medium	Major Adverse
11	B1125 through Westleton	242	253	5%	Very Low	High	Minor Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	333	13%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1171	8%	Very Low	Low	Negligible
13b	B1122	342	372	9%	Very Low	Low	Negligible
13d	A1120	296	334	13%	Very Low	High	Minor Adverse
16	A12 Wrentham	776	902	16%	Very Low	High	Minor Adverse
17a	A12 (N)	858	1023	19%	Very Low	Medium	Minor Adverse
17c	A12 (S)	664	828	25%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
19b	A12 (N)	1167	1165	0%	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	856	928	8%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	1048	7%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	1047	7%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1210	7%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	1517	26	-98%	High	Medium	Major Beneficial
23	A12 Farnham Bend	1514	21	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	1575	1574900%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	1511	1595	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1635	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1898	10%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	357	27%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	114	12%	Very Low	Very low	Negligible
32a	A12 (N)	1804	1967	9%	Very Low	Very low	Negligible
32c	A12 (S)	3048	3218	6%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	3547	3662	3%	Very Low	Very low	Negligible
34b	Main Road (E)	419	417	0%	Very Low	High	Minor Beneficial
34c	A12 (S)	2598	2694	4%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	3048	3218	6%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
41	B1125 through Middleton	204	238	17%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	653	12%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	578	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	466	14%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	689	859	25%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	143	142900%	High	Medium	Major Adverse
59	A12 (south of SLR)	813	925	14%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	492	491900%	High	Medium	Major Adverse
64	B1122 north of SZC access	513	695	35%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	356	355900%	High	Medium	Major Adverse
66	B1122 west of B1125	300	9	-97%	High	Medium	Major Beneficial
67	Main Site Access	0	488	487900%	High	Very low	Minor Adverse
68	Darsham P&R	0	291	290900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	217	216900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	102	316	210%	High	Very low	Minor Adverse
73	B1078 south of B1116	589	701	19%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	High	Medium	Major Beneficial
75	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	572	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	1106	6%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
82	B1438 Melton Hill	53	51	-4%	Very Low	High	Minor Beneficial
83	A145 west of A12	207	235	14%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	839	18%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1028	16%	Very Low	Very low	Negligible
86	A12 south of B1387	697	857	23%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3266	4%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2708	4%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.71: Amenity 2028 Integrated Strategy (Busiest Day) 24 Hour AAWT HDVs

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	9	177	1954%	High	Medium	Major Adverse
4a	B1122 (S)	92	304	231%	High	Medium	Major Adverse
4b	Lovers Lane	28	53	90%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	91	332	265%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	117	330	184%	High	High	Major Adverse
6	B1119 Samundham Road	125	149	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	133	137	3%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	49	49	0%	Very Low	High	Nil
9b	Snape Road	102	102	0%	Very Low	High	Nil
10	B1122 through Theberton	91	0	-100%	Medium	Medium	Moderate Beneficial
10A	Theberton Bypass	0	1281	1280892%	High	Medium	Major Adverse
11	B1125 through Westleton	10	10	0%	Very Low	High	Nil
12a	B1121 (N)	43	67	56%	Very Low	High	Minor Adverse
12b	B1119 (E)	135	151	12%	Very Low	High	Minor Adverse
13a	A12 (N)	918	1235	35%	Very Low	Low	Negligible
13b	B1122	112	440	292%	High	Low	Moderate Adverse
13d	A1120	134	138	3%	Very Low	High	Minor Adverse
16	A12 Wrentham	441	581	32%	Very Low	High	Minor Adverse
19b	A12 (N)	213	279	31%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	692	1539	122%	Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
21c	A12 (middle)	698	1545	121%	Low	Medium	Minor Adverse
21e	A12 (south of B1119)	728	1575	116%	Low	Medium	Minor Adverse
22a	A12 (N)	853	1697	99%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	932	11	-99%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	939	11	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	1761	1761310%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	943	13	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	943	1785	89%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	949	1795	89%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	984	1649	68%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	160	145	-9%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	11	0	-99%	Medium	High	Major Beneficial
29	B1078 onslip to A12	69	137	99%	Very Low	Very low	Negligible
32a	A12 (N)	1112	1741	57%	Very Low	Very low	Negligible
32c	A12 (S)	1934	2529	31%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	0	72	71900%	High	High	Major Adverse
38b	A12 Woodbridge n/o B1079	1934	2529	31%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	10	10	0%	Very Low	Medium	Nil
51	B1078 (through Gibraltar)	516	510	-1%	Very Low	High	Minor Beneficial
52	B1078 (west of Coddenham)	506	506	0%	Very Low	High	Nil
53a	A144 (west of A12)	223	221	-1%	Very Low	High	Minor Beneficial

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
57	Sizewell Link Road (east of A12)	0	869	868409%	High	Medium	Major Adverse
59	A12 (south of SLR)	686	1533	123%	Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	1302	1301902%	High	Medium	Major Adverse
64	B1122 north of SZC access	91	1283	1307%	High	Medium	Major Adverse
65	Middleton Moor Link	0	438	437685%	High	Medium	Major Adverse
66	B1122 west of B1125	106	0	-100%	Medium	Medium	Moderate Beneficial
67	Main Site Access	0	1422	1422338%	High	Very low	Minor Adverse
68	Darsham P&R	0	152	151900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	152	151900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	69	137	99%	Very Low	Very low	Negligible
73	B1078 south of B1116	169	240	42%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	112	4	-97%	Medium	Medium	Moderate Beneficial
75	Lovers Lane	28	193	595%	High	Medium	Major Adverse
76	B1069 (north of Aldringham Lane)	109	208	90%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	22	115	414%	High	Medium	Major Adverse
78	A12 (north of B1121)	728	1575	116%	Low	Medium	Minor Adverse
82	B1438 Melton Hill	75	64	-15%	Very Low	High	Minor Beneficial
83	A145 west of A12	292	324	11%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	483	622	29%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	682	823	21%	Very Low	Very low	Negligible
86	A12 south of B1387	675	849	26%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
87	A12 south of Eagle Way/Anson Rd roundabout	2214	2719	23%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2313	2832	22%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	132	136	3%	Very Low	High	Minor Adverse

Table 1.72: Amenity 2028 Integrated Strategy (Busiest Day) Representative Hour HDVs

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	2	26	1200%	High	Medium	Major Adverse
4a	B1122 (S)	9	27	200%	High	Medium	Major Adverse
4b	Lovers Lane	3	16	433%	High	Medium	Major Adverse
4c	B1122 (N)	11	41	273%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	12	29	142%	Medium	High	Major Adverse
6	B1119 Samundham Road	11	13	18%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	13	13	0%	Very Low	High	Nil
8	B1122 Aldeburgh	5	5	0%	Very Low	High	Nil
9b	Snape Road	10	10	0%	Very Low	High	Nil
10	B1122 through Theberton	11	0	-99%	Medium	Medium	Moderate Beneficial
10A	Theberton Bypass	0	99	98900%	High	Medium	Major Adverse
11	B1125 through Westleton	1	1	0%	Very Low	High	Nil
12a	B1121 (N)	4	6	50%	Very Low	High	Minor Adverse
12b	B1119 (E)	12	13	8%	Very Low	High	Minor Adverse
13a	A12 (N)	86	109	27%	Very Low	Low	Negligible
13b	B1122	12	35	192%	High	Low	Moderate Adverse
13d	A1120	14	14	0%	Very Low	High	Nil
16	A12 Wrentham	38	48	26%	Very Low	High	Minor Adverse
17a	A12 (N)	62	73	18%	Very Low	Medium	Minor Adverse
17c	A12 (S)	62	73	18%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
19b	A12 (N)	15	23	53%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	63	128	103%	Low	Medium	Minor Adverse
21c	A12 (middle)	63	128	103%	Low	Medium	Minor Adverse
21e	A12 (south of B1119)	65	130	100%	Very Low	Medium	Minor Adverse
22a	A12 (N)	75	141	88%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	80	2	-98%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	80	2	-98%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	145	144900%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	80	2	-98%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	80	148	85%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	80	150	88%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	82	144	76%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	17	14	-18%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	2	0	-95%	Medium	High	Major Beneficial
29	B1078 onslip to A12	6	12	100%	Very Low	Very low	Negligible
32a	A12 (N)	91	151	66%	Very Low	Very low	Negligible
32c	A12 (S)	148	211	43%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	207	269	30%	Very Low	Very low	Negligible
34b	Main Road (E)	0	4	3900%	High	High	Major Adverse
34c	A12 (S)	200	257	29%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	148	211	43%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	1	1	0%	Very Low	Medium	Nil

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
51	B1078 (through Gibraltar)	46	46	0%	Very Low	High	Nil
52	B1078 (west of Coddenham)	45	45	0%	Very Low	High	Nil
53a	A144 (west of A12)	24	24	0%	Very Low	High	Nil
53b	A12 (north of A144)	62	74	19%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	65	64900%	High	Medium	Major Adverse
59	A12 (south of SLR)	62	127	105%	Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	101	100900%	High	Medium	Major Adverse
64	B1122 north of SZC access	11	97	782%	High	Medium	Major Adverse
65	Middleton Moor Link	0	36	35900%	High	Medium	Major Adverse
66	B1122 west of B1125	12	0	-99%	Medium	Medium	Moderate Beneficial
67	Main Site Access	0	115	114900%	High	Very low	Minor Adverse
68	Darsham P&R	0	12	11900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	12	11900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	6	12	100%	Very Low	Very low	Negligible
73	B1078 south of B1116	18	22	22%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	12	0	-99%	Medium	Medium	Moderate Beneficial
75	Lovers Lane	3	28	833%	High	Medium	Major Adverse
76	B1069 (north of Aldringham Lane)	12	21	75%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	2	9	350%	High	Medium	Major Adverse
78	A12 (north of B1121)	65	130	100%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	7	5	-29%	Very Low	High	Minor Beneficial
83	A145 west of A12	32	34	6%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
84	A12 south of B1126	42	52	24%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	61	71	16%	Very Low	Very low	Negligible
86	A12 south of B1387	62	73	18%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	186	243	31%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	201	258	28%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	14	14	0%	Very Low	High	Nil

Table 1.73: Amenity 2034 24 Hour AAWT

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	3094	3341	8%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3415	4513	32%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5773	7259	26%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4683	5702	22%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5630	5727	2%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6833	7214	6%	Very Low	High	Minor Adverse
9b	Snape Road	4935	5197	5%	Very Low	High	Minor Adverse
10	B1122 through Theberton	5758	387	-93%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	6369	6368476%	High	Medium	Major Adverse
11	B1125 through Westleton	2811	2925	4%	Very Low	High	Minor Adverse
12b	B1119 (E)	5838	5799	-1%	Very Low	High	Minor Beneficial
12c	B1121 (S)	4402	4755	8%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	23517	301	-99%	High	Medium	Major Beneficial
23	A12 Farnham Bend	23514	292	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	23583	23583342%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	23485	264	-99%	High	Medium	Major Beneficial
28c	B1438 High Street, Wickham Market	3609	3626	0%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2208	2234	1%	Very Low	Very low	Negligible
41	B1125 through Middleton	2169	2709	25%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	1092	1092030%	High	Medium	Major Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT)	Reference Case + Sizewell (24 Hour AAWT)	% Change	Magnitude	Sensitivity	Effect Significance
63	Theberton Bypass (west of B1125)	0	4561	4561264%	High	Medium	Major Adverse
64	B1122 north of SZC access	5758	6452	12%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	3599	3598616%	High	Medium	Major Adverse
66	B1122 west of B1125	3443	87	-97%	High	Medium	Major Beneficial
67	Main Site Access	0	1617	1616522%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	2209	2235	1%	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	4152	344	-92%	High	Medium	Major Beneficial
76	B1069 (north of Aldringham Lane)	5689	6071	7%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4400	4579	4%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	952	938	-1%	Very Low	High	Minor Beneficial
83	A145 west of A12	2597	2597	0%	Very Low	Medium	Minor Beneficial
84	A12 south of B1126	9892	9880	0%	Very Low	Medium	Minor Beneficial
85	A12 south of A1095	12624	12625	0%	Very Low	Very low	Negligible
86	A12 south of B1387	10654	10591	-1%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	50899	50961	0%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	41316	41348	0%	Very Low	Very low	Negligible
91	A1152 at Eyke	7076	7182	1%	Very Low	High	Minor Adverse

Table 1.74: Amenity 2034 Representative Hour

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	283	312	10%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	342	802	135%	Medium	Medium	Moderate Adverse
4c	B1122 (N)	537	1048	95%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	468	902	93%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	541	657	21%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	566	743	31%	Very Low	High	Minor Adverse
9b	Snape Road	484	612	26%	Very Low	High	Minor Adverse
10	B1122 through Theberton	535	43	-92%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	694	693900%	High	Medium	Major Adverse
11	B1125 through Westleton	252	336	33%	Very Low	High	Minor Adverse
12b	B1119 (E)	564	660	17%	Very Low	High	Minor Adverse
12c	B1121 (S)	431	573	33%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	2039	23	-99%	High	Medium	Major Beneficial
23	A12 Farnham Bend	2040	23	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	2099	2098900%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	2041	26	-99%	High	Medium	Major Beneficial
28c	B1438 High Street, Wickham Market	338	341	1%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	193	192	-1%	Very Low	Very low	Negligible
41	B1125 through Middleton	204	320	57%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
57	Sizewell Link Road (east of A12)	0	118	117900%	High	Medium	Major Adverse
63	Theberton Bypass (west of B1125)	0	439	438900%	High	Medium	Major Adverse
64	B1122 north of SZC access	535	708	32%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	333	332900%	High	Medium	Major Adverse
66	B1122 west of B1125	316	13	-96%	High	Medium	Major Beneficial
67	Main Site Access	0	658	657900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	193	192	-1%	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	374	30	-92%	High	Medium	Major Beneficial
76	B1069 (north of Aldringham Lane)	470	645	37%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	376	425	13%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	83	81	-2%	Very Low	High	Minor Beneficial
83	A145 west of A12	250	249	0%	Very Low	Medium	Minor Beneficial
84	A12 south of B1126	832	832	0%	Very Low	Medium	Nil
85	A12 south of A1095	1078	1078	0%	Very Low	Very low	Nil
86	A12 south of B1387	925	920	-1%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	4016	4017	0%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	3129	3130	0%	Very Low	Very low	Negligible
91	A1152 at Eyke	578	639	11%	Very Low	High	Minor Adverse

Table 1.75: Amenity 2034 Operational (08:00-09:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	450	904	100.89%	Low	High	Moderate Adverse
5	B1122 Abbey Road (existing level crossing)	414	789	90.58%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	531	661	24.48%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	526	626	19.01%	Very Low	High	Minor Adverse
11	B1125 through Westleton	232	314	35.34%	Very Low	High	Minor Adverse
41	B1125 through Middleton	171	293	71.35%	Very Low	Medium	Minor Adverse

Table 1.76: Amenity 2034 Operational (15:00-16:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	480	503	4.79%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	508	483	-4.92%	Very Low	High	Minor Beneficial
6	B1119 Samundham Road	533	514	-3.56%	Very Low	High	Minor Beneficial
7	B1069 Coldfair Green	562	559	-0.53%	Very Low	High	Minor Beneficial
11	B1125 through Westleton	243	237	-2.47%	Very Low	High	Minor Beneficial
41	B1125 through Middleton	182	212	16.48%	Very Low	Medium	Minor Adverse

Table 1.77: Amenity 2034 24 Hour AAWT HDVs

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	9	13	56%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	95	102	6%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	95	111	18%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	122	123	0%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	127	125	-2%	Very Low	High	Minor Beneficial
7	B1069 Coldfair Green	135	135	0%	Very Low	High	Nil
9b	Snape Road	102	102	0%	Very Low	High	Nil
10	B1122 through Theberton	95	0	-100%	Medium	Medium	Moderate Beneficial
10A	Theberton Bypass	0	132	132093%	High	Medium	Major Adverse
11	B1125 through Westleton	10	10	0%	Very Low	High	Nil
12b	B1119 (E)	137	131	-4%	Very Low	High	Minor Beneficial
12c	B1121 (S)	150	139	-8%	Very Low	Medium	Minor Beneficial
22c	A12 (S) (Farnham)	953	11	-99%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	955	11	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	957	957125%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	953	13	-99%	Medium	Medium	Moderate Beneficial
28c	B1438 High Street, Wickham Market	11	11	0%	Very Low	High	Nil
29	B1078 onslip to A12	71	71	0%	Very Low	Very low	Nil
41	B1125 through Middleton	10	10	0%	Very Low	Medium	Nil

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
57	Sizewell Link Road (east of A12)	0	35	34950%	High	Medium	Major Adverse
63	Theberton Bypass (west of B1125)	0	146	145463%	High	Medium	Major Adverse
64	B1122 north of SZC access	95	132	39%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	111	110886%	High	Medium	Major Adverse
66	B1122 west of B1125	106	0	-100%	Medium	Medium	Moderate Beneficial
67	Main Site Access	0	20	19900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	71	71	0%	Very Low	Very low	Nil
74	B1122 (Middleton Moor)	116	4	-97%	Medium	Medium	Moderate Beneficial
76	B1069 (north of Aldringham Lane)	111	111	0%	Very Low	Medium	Nil
77	Aldeburgh Rd (north of Aldringham Lane)	22	22	0%	Very Low	Medium	Nil
82	B1438 Melton Hill	75	75	0%	Very Low	High	Nil
83	A145 west of A12	296	298	1%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	498	494	-1%	Very Low	Medium	Minor Beneficial
85	A12 south of A1095	698	701	0%	Very Low	Very low	Negligible
86	A12 south of B1387	688	692	1%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2202	2227	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2304	2330	1%	Very Low	Very low	Negligible
91	A1152 at Eyke	244	244	0%	Very Low	High	Nil

Table 1.78: Amenity 2034 Representative Hour HDVs

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	1	1	0%	Very Low	Medium	Nil
4a	B1122 (S)	7	7	0%	Very Low	Medium	Nil
4c	B1122 (N)	7	8	14%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	9	9	0%	Very Low	High	Nil
6	B1119 Samundham Road	13	13	0%	Very Low	High	Nil
7	B1069 Coldfair Green	9	9	0%	Very Low	High	Nil
9b	Snape Road	4	4	0%	Very Low	High	Nil
10	B1122 through Theberton	7	0	-99%	Medium	Medium	Moderate Beneficial
10A	Theberton Bypass	0	8	7900%	High	Medium	Major Adverse
11	B1125 through Westleton	2	2	0%	Very Low	High	Nil
12b	B1119 (E)	14	14	0%	Very Low	High	Nil
12c	B1121 (S)	13	11	-15%	Very Low	Medium	Minor Beneficial
22c	A12 (S) (Farnham)	72	3	-96%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	72	3	-96%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	67	66900%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	72	4	-94%	Medium	Medium	Moderate Beneficial
28c	B1438 High Street, Wickham Market	2	0	-95%	Medium	High	Major Beneficial
29	B1078 onslip to A12	6	4	-33%	High	Very low	Minor Beneficial
41	B1125 through Middleton	2	2	0%	Very Low	Medium	Nil
57	Sizewell Link Road (east of A12)	0	2	1900%	High	Medium	Major Adverse

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
63	Theberton Bypass (west of B1125)	0	11	10900%	High	Medium	Major Adverse
64	B1122 north of SZC access	7	8	14%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	9	8900%	High	Medium	Major Adverse
66	B1122 west of B1125	9	0	-99%	Medium	Medium	Moderate Beneficial
67	Main Site Access	0	0	0%	Very Low	Very low	Nil
70	A12 on-slip (west of WM P&R)	6	4	-33%	High	Very low	Minor Beneficial
74	B1122 (Middleton Moor)	11	2	-82%	High	Medium	Major Beneficial
76	B1069 (north of Aldringham Lane)	8	8	0%	Very Low	Medium	Nil
77	Aldeburgh Rd (north of Aldringham Lane)	3	4	33%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	6	4	-33%	High	High	Major Beneficial
83	A145 west of A12	21	21	0%	Very Low	Medium	Nil
84	A12 south of B1126	35	35	0%	Very Low	Medium	Nil
85	A12 south of A1095	46	46	0%	Very Low	Very low	Nil
86	A12 south of B1387	47	47	0%	Very Low	Very low	Nil
87	A12 south of Eagle Way/Anson Rd roundabout	153	153	0%	Very Low	Very low	Nil
88	A12 south of Foxhall Road	151	151	0%	Very Low	Very low	Nil
91	A1152 at Eyke	22	22	0%	Very Low	High	Nil

Table 1.79: Amenity 2034 Operational (08:00-09:00) HDV

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	14	16	14.29%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	16	16	0.00%	Very Low	High	Nil
6	B1119 Samundham Road	14	14	0.00%	Very Low	High	Nil
7	B1069 Coldfair Green	16	16	0.00%	Very Low	High	Nil
11	B1125 through Westleton	1	1	0.00%	Very Low	High	Nil
41	B1125 through Middleton	1	1	0.00%	Very Low	Medium	Nil

Table 1.80: Amenity 2034 Operational (15:00-16:00) HDV

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	10	10	0.00%	Very Low	High	Nil
5	B1122 Abbey Road (existing level crossing)	13	12	-7.69%	Very Low	High	Minor Beneficial
6	B1119 Samundham Road	12	11	-8.33%	Very Low	High	Minor Beneficial
7	B1069 Coldfair Green	12	12	0.00%	Very Low	High	Nil
11	B1125 through Westleton	1	1	0.00%	Very Low	High	Nil
41	B1125 through Middleton	1	1	0.00%	Very Low	Medium	Nil

1.4 Fear and Intimidation

Table 1.81: Fear and Intimidation 2023 Early Years 18 Hour AAWT Total Traffic

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	6574	7288	11%	Very Low	Medium	Minor Adverse
2	King George's Avenue	4431	5129	16%	Very Low	High	Minor Adverse
3	Lovers Lane (LEEIE)	2842	4343	53%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3039	3500	15%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2847	4123	45%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5437	7070	30%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4215	4678	11%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	4757	5219	10%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6270	6718	7%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3279	3378	3%	Very Low	High	Minor Adverse
9b	Snape Road	4474	4608	3%	Very Low	High	Minor Adverse
10	B1122 through Theberton	5424	7057	30%	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2601	3139	21%	Very Low	High	Minor Adverse
12a	B1121 (N)	4998	5334	7%	Very Low	High	Minor Adverse
12b	B1119 (E)	4946	5412	9%	Very Low	High	Minor Adverse
12c	B1121 (S)	3838	4405	15%	Very Low	Medium	Minor Adverse
13b	B1122	3836	4947	29%	Very Low	Low	Negligible

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
13c	A12 (middle)	15257	16622	9%	Very Low	High	Minor Adverse
13d	A1120	3891	4361	12%	Very Low	High	Minor Adverse
13e	A12 (S)	12582	13681	9%	Very Low	Medium	Minor Adverse
16	A12 Wrentham	10037	10684	6%	Very Low	High	Minor Adverse
17b	B1125	1913	2399	25%	Very Low	Medium	Minor Adverse
19b	A12 (N)	11311	12205	8%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	12862	14072	9%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15132	16360	8%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	14504	15410	6%	Very Low	Medium	Minor Adverse
22a	A12 (N)	16815	18216	8%	Very Low	Very low	Negligible
22b	A1094	8116	8804	8%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	21368	23099	8%	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	21358	23082	8%	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	21338	23056	8%	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	21338	23056	8%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	21987	23694	8%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	23485	24787	6%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4392	4737	8%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	1938	2077	7%	Very Low	Very low	Negligible
32a	A12 (N)	24586	25771	5%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
32c	A12 (S)	41325	42298	2%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	48192	48564	1%	Very Low	Very low	Negligible
34c	A12 (S)	38785	39112	1%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	41325	42298	2%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	2059	2588	26%	Very Low	Medium	Minor Adverse
42	B1125 (south of B1387)	2147	2645	23%	Very Low	Medium	Minor Adverse
44	A1120 (west of Dennington)	4629	4839	5%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	4880	5020	3%	Very Low	High	Minor Adverse
58	A12 (north of SLR)	12294	13378	9%	Very Low	Very low	Negligible
59	A12 (south of SLR)	12294	13585	11%	Very Low	Very low	Negligible
64	B1122 north of SZC access	5424	7057	30%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3227	4320	34%	Very Low	Medium	Minor Adverse
67	Main Site Access	0	792	792139%	High	Very low	Minor Adverse
68	Darsham P&R	0	282	281900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	225	224900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	1939	2262	17%	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	3836	4923	28%	Very Low	Medium	Minor Adverse
75	Lovers Lane	2847	4343	53%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	14579	15514	6%	Very Low	Medium	Minor Adverse
83	A145 west of A12	2473	2651	7%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
84	A12 south of B1126	8982	9636	7%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	11486	12197	6%	Very Low	Very low	Negligible
86	A12 south of B1387	9856	10246	4%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	45374	45779	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	37558	38207	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3642	4114	13%	Very Low	High	Minor Adverse

Table 1.82: Fear and Intimidation 2023 Early Years Early Year Representative Hour

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	694	772	11%	Very Low	Medium	Minor Adverse
2	King George's Avenue	418	588	41%	Very Low	High	Minor Adverse
3	Lovers Lane (LEEIE)	348	567	63%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	221	306	38%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	351	538	53%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	503	760	51%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
5	B1122 Abbey Road (existing level crossing)	247	331	34%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	263	344	31%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	540	668	24%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	227	252	11%	Very Low	High	Minor Adverse
9b	Snape Road	312	347	11%	Very Low	High	Minor Adverse
10	B1122 through Theberton	503	782	55%	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	235	378	61%	Very Low	High	Minor Adverse
12a	B1121 (N)	299	337	13%	Very Low	High	Minor Adverse
12b	B1119 (E)	279	363	30%	Very Low	High	Minor Adverse
12c	B1121 (S)	223	291	30%	Very Low	Medium	Minor Adverse
13b	B1122	334	476	43%	Very Low	Low	Negligible
13c	A12 (middle)	1014	1252	23%	Very Low	High	Minor Adverse
13d	A1120	287	396	38%	Very Low	High	Minor Adverse
13e	A12 (S)	795	986	24%	Very Low	Medium	Minor Adverse
16	A12 Wrentham	744	909	22%	Very Low	High	Minor Adverse
17b	B1125	191	321	68%	Very Low	Medium	Minor Adverse
19b	A12 (N)	1071	1068	0%	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	823	1022	24%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	944	1146	21%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	928	1114	20%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
22a	A12 (N)	1073	1312	22%	Very Low	Very low	Negligible
22b	A1094	642	814	27%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1442	1755	22%	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	1439	1751	22%	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	1435	1745	22%	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	1435	1746	22%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1472	1781	21%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1663	1908	15%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	254	293	15%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	92	125	36%	Very Low	Very low	Negligible
32a	A12 (N)	1746	1980	13%	Very Low	Very low	Negligible
32c	A12 (S)	2940	3179	8%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	3469	3647	5%	Very Low	Very low	Negligible
34c	A12 (S)	2463	2577	5%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	2940	3179	8%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	200	341	71%	Very Low	Medium	Minor Adverse
42	B1125 (south of B1387)	209	343	64%	Very Low	Medium	Minor Adverse
44	A1120 (west of Dennington)	348	391	12%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	392	436	11%	Very Low	High	Minor Adverse
58	A12 (north of SLR)	784	971	24%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
59	A12 (south of SLR)	784	1000	28%	Very Low	Very low	Negligible
64	B1122 north of SZC access	503	782	55%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	294	431	47%	Very Low	Medium	Minor Adverse
67	Main Site Access	0	162	161900%	Very Low	Very low	Negligible
68	Darsham P&R	0	88	87900%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	67	66900%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	92	191	108%	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	334	471	41%	Very Low	Medium	Minor Adverse
75	Lovers Lane	351	568	62%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	952	1149	21%	Very Low	Medium	Minor Adverse
83	A145 west of A12	204	237	16%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	679	847	25%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	850	1037	22%	Very Low	Very low	Negligible
86	A12 south of B1387	672	768	14%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2982	3115	4%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2508	2636	5%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	273	380	39%	Very Low	High	Minor Adverse

Table 1.83: Fear and Intimidation 2023 Early Years Early Year (08:00-09:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
2	King George's Avenue	243	265	9.1%	Very Low	High	Minor Adverse
4c	B1122 (N)	424	515	21.5%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	384	408	6.3%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	416	435	4.6%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	480	495	3.1%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	257	261	1.6%	Very Low	High	Minor Adverse
11	B1125 through Westleton	216	231	6.9%	Very Low	High	Minor Adverse
13d	A1120	306	327	6.9%	Very Low	High	Minor Adverse
41	B1125 through Middleton	164	178	8.5%	Very Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	290	312	7.6%	Very Low	High	Minor Adverse

Table 1.84: Fear and Intimidation 2023 Early Years Early Year (15:00-16:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
2	King George's Avenue	271	290	7.0%	Very Low	High	Minor Adverse
4c	B1122 (N)	441	528	19.7%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	427	457	7.0%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	440	462	5.0%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	505	519	2.8%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	272	274	0.7%	Very Low	High	Minor Adverse
11	B1125 through Westleton	217	237	9.2%	Very Low	High	Minor Adverse
13d	A1120	347	370	6.6%	Very Low	High	Minor Adverse
41	B1125 through Middleton	166	186	12.0%	Very Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	318	342	7.5%	Very Low	High	Minor Adverse

Table 1.85: Fear and Intimidation 2023 Early Years Early Year 18 Hour AAWT HDVs

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWTHDV)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	10	550	5208%	Very Low	Medium	Minor Adverse
2	King George's Avenue	16	16	0%	Very Low	High	Nil
3	Lovers Lane (LEEIE)	9	829	9595%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	91	91	0%	Very Low	Medium	Nil
4b	Lovers Lane	27	627	2189%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	88	688	683%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	111	111	0%	Very Low	High	Nil
6	B1119 Samundham Road	124	124	0%	Very Low	High	Nil
7	B1069 Coldfair Green	131	131	0%	Very Low	High	Nil
8	B1122 Aldeburgh	49	49	0%	Very Low	High	Nil
9b	Snape Road	101	101	0%	Very Low	High	Nil
10	B1122 through Theberton	88	688	681%	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	9	9	0%	Very Low	High	Nil
12a	B1121 (N)	39	39	0%	Very Low	High	Nil
12b	B1119 (E)	133	133	0%	Very Low	High	Nil
12c	B1121 (S)	141	141	0%	Very Low	Medium	Nil
13b	B1122	111	735	563%	Very Low	Low	Negligible
13c	A12 (middle)	798	1414	77%	Very Low	High	Minor Adverse
13d	A1120	128	128	0%	Very Low	High	Nil
13e	A12 (S)	669	1285	92%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWTHDV)	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	423	525	24%	Very Low	High	Minor Adverse
17b	B1125	0	0	0%	Very Low	Medium	Nil
19b	A12 (N)	12	114	831%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	664	1422	114%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	681	1439	111%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	710	1466	106%	Very Low	Medium	Minor Adverse
22a	A12 (N)	832	1585	91%	Very Low	Very low	Negligible
22b	A1094	214	334	56%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	903	1741	93%	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	907	1745	92%	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	907	1745	92%	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	907	1745	92%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	916	1751	91%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	954	1818	91%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	152	152	0%	Very Low	High	Nil
29	B1078 onslip to A12	65	68	5%	Very Low	Very low	Negligible
32a	A12 (N)	1070	1934	81%	Very Low	Very low	Negligible
32c	A12 (S)	1876	2731	46%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	2394	3243	35%	Very Low	Very low	Negligible
34c	A12 (S)	2270	3128	38%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	1876	2731	46%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWTHDV)	% Change	Magnitude	Sensitivity	Effect Significance
41	B1125 through Middleton	9	9	0%	Very Low	Medium	Nil
42	B1125 (south of B1387)	0	0	0%	Very Low	Medium	Nil
44	A1120 (west of Dennington)	143	143	0%	Very Low	High	Nil
53a	A144 (west of A12)	221	221	0%	Very Low	High	Nil
58	A12 (north of SLR)	659	1277	94%	Very Low	Very low	Negligible
59	A12 (south of SLR)	659	1417	115%	Very Low	Very low	Negligible
64	B1122 north of SZC access	88	688	681%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	101	701	592%	Very Low	Medium	Minor Adverse
67	Main Site Access	0	0	0%	Very Low	Very low	Nil
68	Darsham P&R	0	46	45900%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	42	41900%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	65	104	60%	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	111	711	542%	Very Low	Medium	Minor Adverse
75	Lovers Lane	27	847	2991%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	710	1466	106%	Very Low	Medium	Minor Adverse
83	A145 west of A12	285	337	18%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	466	568	22%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	654	754	15%	Very Low	Very low	Negligible
86	A12 south of B1387	646	798	24%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2161	3020	40%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2273	3128	38%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWTHDV)	% Change	Magnitude	Sensitivity	Effect Significance
90	A1120 Sibton (east of Mill Hill)	128	128	0%	Very Low	High	Nil

Table 1.86: Fear and Intimidation 2028 Preferred Strategy (Typical Day) 18 Hour AAWT

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	2895	3462	20%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3158	6164	95%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2904	3330	15%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5485	8924	63%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4360	7403	70%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5059	5746	14%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6409	7196	12%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3332	4016	21%	Very Low	High	Minor Adverse
9b	Snape Road	4602	5140	12%	Very Low	High	Minor Adverse
10	B1122 through Theberton	5468	482	-91%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	7500	7499697%	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2652	2911	10%	Very Low	High	Minor Adverse
12a	B1121 (N)	5059	5169	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	5261	5752	9%	Very Low	High	Minor Adverse
13a	A12 (N)	15456	16280	5%	Very Low	Low	Negligible
13b	B1122	3897	4164	7%	Very Low	Low	Negligible
13d	A1120	4053	4576	13%	Very Low	High	Minor Adverse
16	A12 Wrentham	10378	11424	10%	Very Low	High	Minor Adverse
21b	A12 (north of B1119)	13165	13823	5%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15554	16136	4%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
21e	A12 (south of B1119)	15182	15641	3%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17349	18387	6%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	21902	291	-99%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	21895	273	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	22766	22765525%	Medium	Medium	Moderate Adverse
24	A12 Stratford St Andrew (Low Road)	21873	258	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	21873	23028	5%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	22516	23680	5%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24157	25931	7%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4527	5386	19%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3312	3389	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2023	2175	8%	Very Low	Very low	Negligible
32a	A12 (N)	25220	26828	6%	Very Low	Very low	Negligible
34b	Main Road (E)	7226	7464	3%	Very Low	High	Minor Adverse
41	B1125 through Middleton	2079	2699	30%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8721	9495	9%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7409	7925	7%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	4942	5581	13%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	1834	1834213%	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	12512	13718	10%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	5656	5656269%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
64	B1122 north of SZC access	5468	7715	41%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	3955	3954847%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3254	111	-97%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	4994	4993527%	Very Low	Very low	Negligible
68	Darsham P&R	0	2114	2113467%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	1840	1840297%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	2023	4255	110%	Very Low	Very low	Negligible
73	B1078 south of B1116	7983	9301	17%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3897	336	-91%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	2904	3470	19%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5354	6206	16%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4182	5478	31%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	15605	16049	3%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	743	862	16%	Very Low	High	Minor Adverse
83	A145 west of A12	2497	2902	16%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9292	10376	12%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	11835	13037	10%	Very Low	Very low	Negligible
86	A12 south of B1387	10065	11462	14%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	47059	47655	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	38421	39061	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3806	4302	13%	Very Low	High	Minor Adverse

Table 1.87: Fear and Intimidation 2028 Preferred Strategy (Typical Day) Representative Hour

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	353	402	14%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	357	395	11%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	863	68%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	124%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	652	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	313	34%	Very Low	High	Minor Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
10	B1122 through Theberton	513	40	-92%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	648	647746%	Low	Medium	Minor Adverse
11	B1125 through Westleton	242	253	5%	Very Low	High	Minor Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	333	13%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1168	8%	Very Low	Low	Negligible
13b	B1122	342	368	8%	Very Low	Low	Negligible
13d	A1120	296	334	13%	Very Low	High	Minor Adverse
16	A12 Wrentham	776	899	16%	Very Low	High	Minor Adverse
21b	A12 (north of B1119)	856	907	6%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	1026	5%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
21e	A12 (south of B1119)	981	1023	4%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1188	5%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	1517	26	-98%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	1514	21	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	1552	1551977%	Medium	Medium	Moderate Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	1511	1571	4%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1611	4%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1884	9%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	355	26%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	112	10%	Very Low	Very low	Negligible
32a	A12 (N)	1804	1955	8%	Very Low	Very low	Negligible
34b	Main Road (E)	419	412	-2%	Very Low	High	Minor Beneficial
41	B1125 through Middleton	204	238	17%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	651	11%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	578	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	467	14%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	121	120438%	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	813	903	11%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	464	463746%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
64	B1122 north of SZC access	513	670	31%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	351	350977%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	300	9	-97%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	463	462746%	Very Low	Very low	Negligible
68	Darsham P&R	0	291	290900%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	224	223900%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	102	321	215%	Very Low	Very low	Negligible
73	B1078 south of B1116	589	711	21%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	572	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	1084	4%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	51	-4%	Very Low	High	Minor Beneficial
83	A145 west of A12	207	235	13%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	836	18%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1026	16%	Very Low	Very low	Negligible
86	A12 south of B1387	697	855	23%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3240	3%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2682	3%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.88: Fear and Intimidation 2028 Preferred Strategy (Typical Day) (08:00-09:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	515	863	67.6%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	123.8%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	278	331	19.1%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	652	15.0%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	313	33.8%	Very Low	High	Minor Adverse
11	B1125 through Westleton	242	253	4.5%	Very Low	High	Minor Adverse
13d	A1120	296	334	12.8%	Very Low	High	Minor Adverse
34b	Main Road (E)	419	412	-1.7%	Very Low	High	Minor Beneficial
41	B1125 through Middleton	204	238	16.7%	Very Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	282	318	12.8%	Very Low	High	Minor Adverse

Table 1.89: Fear and Intimidation 2028 Preferred Strategy (Typical Day) (15:00-16:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	515	863	67.6%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	123.8%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	278	331	19.1%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	652	15.0%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	313	33.8%	Very Low	High	Minor Adverse
11	B1125 through Westleton	242	253	4.5%	Very Low	High	Minor Adverse
13d	A1120	296	334	12.8%	Very Low	High	Minor Adverse
34b	Main Road (E)	419	412	-1.7%	Very Low	High	Minor Beneficial
41	B1125 through Middleton	204	238	16.7%	Very Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	282	318	12.8%	Very Low	High	Minor Adverse

Table 1.90: Fear and Intimidation 2028 Preferred Strategy (Typical Day) 18 Hour AAWT HDVs

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	9	177	1975%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	91	286	215%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	27	52	91%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	90	313	250%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	115	312	171%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	124	146	18%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	131	135	3%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	49	49	0%	Very Low	High	Nil
9b	Snape Road	101	101	0%	Very Low	High	Nil
10	B1122 through Theberton	90	0	-100%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	1054	1053633%	Low	Medium	Minor Adverse
11	B1125 through Westleton	9	9	0%	Very Low	High	Nil
12a	B1121 (N)	43	65	52%	Very Low	High	Minor Adverse
12b	B1119 (E)	133	148	11%	Very Low	High	Minor Adverse
13a	A12 (N)	897	1160	29%	Very Low	Low	Negligible
13b	B1122	111	384	246%	Very Low	Low	Negligible
13d	A1120	132	136	3%	Very Low	High	Minor Adverse
16	A12 Wrentham	431	543	26%	Very Low	High	Minor Adverse
21b	A12 (north of B1119)	677	1352	100%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	683	1358	99%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
21e	A12 (south of B1119)	712	1387	95%	Very Low	Medium	Minor Adverse
22a	A12 (N)	834	1507	81%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	912	11	-99%	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	918	11	-99%	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	1570	1569625%	Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	922	13	-99%	Very Low	Medium	Minor Beneficial
25	A12 Little Glemham	922	1593	73%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	928	1603	73%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	962	1482	54%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	158	143	-9%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	11	0	-99%	Very Low	High	Minor Beneficial
29	B1078 onslip to A12	67	125	86%	Very Low	Very low	Negligible
32a	A12 (N)	1087	1577	45%	Very Low	Very low	Negligible
34b	Main Road (E)	0	60	59900%	Very Low	High	Minor Adverse
41	B1125 through Middleton	9	9	0%	Very Low	Medium	Nil
51	B1078 (through Gibraltar)	509	504	-1%	Very Low	High	Minor Beneficial
52	B1078 (west of Coddenham)	500	500	0%	Very Low	High	Nil
53a	A144 (west of A12)	221	219	-1%	Very Low	High	Minor Beneficial
57	Sizewell Link Road (east of A12)	0	697	696907%	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	671	1346	101%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	1074	1074386%	Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
64	B1122 north of SZC access	90	1056	1072%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	382	381669%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	105	0	-100%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	1179	1179338%	Low	Very low	Negligible
68	Darsham P&R	0	132	131900%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	132	131900%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	67	125	86%	Very Low	Very low	Negligible
73	B1078 south of B1116	167	228	36%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	111	4	-97%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	27	192	602%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	108	200	85%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	22	107	381%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	712	1387	95%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	75	64	-15%	Very Low	High	Minor Beneficial
83	A145 west of A12	289	313	9%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	472	584	24%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	666	781	17%	Very Low	Very low	Negligible
86	A12 south of B1387	660	799	21%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2165	2543	17%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2261	2653	17%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	130	134	3%	Very Low	High	Minor Adverse

Table 1.91: Fear and Intimidation 2028 Preferred Strategy (Busiest Day) 18 Hour AAWT

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	2895	3449	19%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3158	6170	95%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2904	3317	14%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5485	8909	62%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4360	7403	70%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5059	5768	14%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6409	7194	12%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3332	4014	20%	Very Low	High	Minor Adverse
9b	Snape Road	4602	5148	12%	Very Low	High	Minor Adverse
10	B1122 through Theberton	5468	498	-91%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	7669	7668656%	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2652	2911	10%	Very Low	High	Minor Adverse
12a	B1121 (N)	5059	5209	3%	Very Low	High	Minor Adverse
12b	B1119 (E)	5261	5771	10%	Very Low	High	Minor Adverse
13a	A12 (N)	15456	16257	5%	Very Low	Low	Negligible
13b	B1122	3897	4199	8%	Very Low	Low	Negligible
13d	A1120	4053	4597	13%	Very Low	High	Minor Adverse
16	A12 Wrentham	10378	11421	10%	Very Low	High	Minor Adverse
19b	A12 (N)	14751	14802	0%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13165	13928	6%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
21c	A12 (middle)	15554	16251	4%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15182	15712	3%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17349	18460	6%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	21902	291	-99%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	21895	273	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	22818	22817608%	Medium	Medium	Moderate Adverse
24	A12 Stratford St Andrew (Low Road)	21873	258	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	21873	23082	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	22516	23732	5%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24157	25936	7%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4527	5396	19%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3312	3387	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2023	2173	7%	Very Low	Very low	Negligible
32a	A12 (N)	25220	26801	6%	Very Low	Very low	Negligible
32c	A12 (S)	41619	42832	3%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	7226	7543	4%	Very Low	High	Minor Adverse
38b	A12 Woodbridge n/o B1079	41619	42832	3%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	2079	2694	30%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8721	9529	9%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7409	8007	8%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	4942	5578	13%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
57	Sizewell Link Road (east of A12)	0	1982	1981959%	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	12512	13793	10%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	5836	5835516%	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	5468	7898	44%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	3988	3988104%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3254	111	-97%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	5192	5191624%	Very Low	Very low	Negligible
68	Darsham P&R	0	2114	2113467%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	1829	1828547%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	2023	4238	109%	Very Low	Very low	Negligible
73	B1078 south of B1116	7983	9288	16%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3897	341	-91%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	2904	3457	19%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5354	6200	16%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4182	5476	31%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	15605	16113	3%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	743	873	18%	Very Low	High	Minor Adverse
83	A145 west of A12	2497	2893	16%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9292	10366	12%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	11835	13024	10%	Very Low	Very low	Negligible
86	A12 south of B1387	10065	11444	14%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
87	A12 south of Eagle Way/Anson Rd roundabout	47059	47543	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	38421	39031	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3806	4326	14%	Very Low	High	Minor Adverse

Table 1.92: Fear and Intimidation 2028 Preferred Strategy (Busiest Day) Representative Hour

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	353	402	14%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	357	395	11%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	863	68%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	124%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	652	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	313	34%	Very Low	High	Minor Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
10	B1122 through Theberton	513	48	-91%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	652	651600%	Low	Medium	Minor Adverse
11	B1125 through Westleton	242	253	5%	Very Low	High	Minor Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	333	13%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1169	8%	Very Low	Low	Negligible
13b	B1122	342	370	8%	Very Low	Low	Negligible
13d	A1120	296	334	13%	Very Low	High	Minor Adverse
16	A12 Wrentham	776	900	16%	Very Low	High	Minor Adverse
19b	A12 (N)	1167	1163	0%	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	856	914	7%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
21c	A12 (middle)	981	1034	5%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	1033	5%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1196	6%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	1517	26	-98%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	1514	21	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	1561	1560500%	Medium	Medium	Moderate Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	1511	1580	5%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1620	5%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1882	9%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	357	27%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	114	12%	Very Low	Very low	Negligible
32a	A12 (N)	1804	1951	8%	Very Low	Very low	Negligible
32c	A12 (S)	3048	3201	5%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	419	417	0%	Very Low	High	Minor Beneficial
38b	A12 Woodbridge n/o B1079	3048	3201	5%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	204	238	17%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	653	12%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	578	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	466	14%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
57	Sizewell Link Road (east of A12)	0	130	129700%	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	813	912	12%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	476	476300%	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	513	680	33%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	354	353500%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	300	9	-97%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	473	472900%	Very Low	Very low	Negligible
68	Darsham P&R	0	291	290900%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	217	216900%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	102	316	210%	Very Low	Very low	Negligible
73	B1078 south of B1116	589	701	19%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	572	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	1092	5%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	51	-4%	Very Low	High	Minor Beneficial
83	A145 west of A12	207	234	13%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	837	18%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1026	16%	Very Low	Very low	Negligible
86	A12 south of B1387	697	855	23%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3249	3%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2691	3%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.93: Fear and Intimidation 2028 Preferred Strategy (Busiest Day) (08:00-09:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	433	559	29.1%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	395	509	28.9%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	465	500	7.5%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	501	521	4.0%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	266	290	9.0%	Very Low	High	Minor Adverse
11	B1125 through Westleton	222	225	1.4%	Very Low	High	Minor Adverse
13d	A1120	319	336	5.3%	Very Low	High	Minor Adverse
34b	Main Road (E)	406	435	7.1%	Very Low	High	Minor Adverse
41	B1125 through Middleton	167	204	22.2%	Very Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	304	320	5.3%	Very Low	High	Minor Adverse

Table 1.94: Fear and Intimidation 2028 Preferred Strategy (Busiest Day) (15:00-16:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	456	688	50.9%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	453	659	45.5%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	483	551	14.1%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	528	574	8.7%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	288	320	11.1%	Very Low	High	Minor Adverse
11	B1125 through Westleton	228	255	11.8%	Very Low	High	Minor Adverse
13d	A1120	391	435	11.3%	Very Low	High	Minor Adverse
34b	Main Road (E)	577	629	9.0%	Very Low	High	Minor Adverse
41	B1125 through Middleton	174	233	33.9%	Very Low	Medium	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	359	404	12.5%	Very Low	High	Minor Adverse

Table 1.95: Fear and Intimidation 2028 Preferred Strategy (Busiest Day) 18 Hour AAWT HDVs

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	9	177	1975%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	91	286	215%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	27	52	91%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	90	313	250%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	115	312	171%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	124	146	18%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	131	135	3%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	49	49	0%	Very Low	High	Nil
9b	Snape Road	101	101	0%	Very Low	High	Nil
10	B1122 through Theberton	90	0	-100%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	1254	1253633%	Low	Medium	Minor Adverse
11	B1125 through Westleton	9	9	0%	Very Low	High	Nil
12a	B1121 (N)	43	65	52%	Very Low	High	Minor Adverse
12b	B1119 (E)	133	148	11%	Very Low	High	Minor Adverse
13a	A12 (N)	897	1189	33%	Very Low	Low	Negligible
13b	B1122	111	413	273%	Very Low	Low	Negligible
13d	A1120	132	136	3%	Very Low	High	Minor Adverse
16	A12 Wrentham	431	563	30%	Very Low	High	Minor Adverse
19b	A12 (N)	208	278	34%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	677	1522	125%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
21c	A12 (middle)	683	1528	124%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	712	1558	119%	Very Low	Medium	Minor Adverse
22a	A12 (N)	834	1677	101%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	912	11	-99%	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	918	11	-99%	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	1740	1740010%	Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	922	13	-99%	Very Low	Medium	Minor Beneficial
25	A12 Little Glemham	922	1763	91%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	928	1774	91%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	962	1653	72%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	158	143	-9%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	11	0	-99%	Very Low	High	Minor Beneficial
29	B1078 onslip to A12	67	125	86%	Very Low	Very low	Negligible
32a	A12 (N)	1087	1747	61%	Very Low	Very low	Negligible
32c	A12 (S)	1890	2518	33%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	0	60	59900%	Very Low	High	Minor Adverse
38b	A12 Woodbridge n/o B1079	1890	2518	33%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	9	9	0%	Very Low	Medium	Nil
51	B1078 (through Gibraltar)	509	504	-1%	Very Low	High	Minor Beneficial
52	B1078 (west of Coddenham)	500	498	0%	Very Low	High	Minor Beneficial
53a	A144 (west of A12)	221	219	-1%	Very Low	High	Minor Beneficial

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
57	Sizewell Link Road (east of A12)	0	867	867292%	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	671	1517	126%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	1274	1274386%	Low	Medium	Minor Adverse
64	B1122 north of SZC access	90	1256	1295%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	411	411285%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	105	0	-100%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	1379	1379338%	Low	Very low	Negligible
68	Darsham P&R	0	132	131900%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	132	131900%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	67	125	86%	Very Low	Very low	Negligible
73	B1078 south of B1116	167	228	36%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	111	4	-97%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	27	192	602%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	108	200	85%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	22	107	381%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	712	1558	119%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	75	64	-15%	Very Low	High	Minor Beneficial
83	A145 west of A12	289	324	12%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	472	604	28%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	666	800	20%	Very Low	Very low	Negligible
86	A12 south of B1387	660	829	26%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
87	A12 south of Eagle Way/Anson Rd roundabout	2165	2701	25%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2261	2822	25%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	130	134	3%	Very Low	High	Minor Adverse

Table 1.96: Fear and Intimidation 2028 Integrated Strategy (Typical Day) 18 Hour AAWT

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	2895	3462	20%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3158	6164	95%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2904	3330	15%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5485	8924	63%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4360	7403	70%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5059	5746	14%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6409	7196	12%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3332	4016	21%	Very Low	High	Minor Adverse
9b	Snape Road	4602	5140	12%	Very Low	High	Minor Adverse
10	B1122 through Theberton	5468	482	-91%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	7650	7649697%	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2652	2911	10%	Very Low	High	Minor Adverse
12a	B1121 (N)	5059	5169	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	5261	5752	9%	Very Low	High	Minor Adverse
13a	A12 (N)	15456	16303	5%	Very Low	Low	Negligible
13b	B1122	3897	4187	7%	Very Low	Low	Negligible
13d	A1120	4053	4576	13%	Very Low	High	Minor Adverse
16	A12 Wrentham	10378	11439	10%	Very Low	High	Minor Adverse
19b	A12 (N)	14751	14814	0%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13165	13950	6%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
21c	A12 (middle)	15554	16263	5%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15182	15769	4%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17349	18515	7%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	21902	291	-99%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	21895	273	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	22893	22892910%	Medium	Medium	Moderate Adverse
24	A12 Stratford St Andrew (Low Road)	21873	258	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	21873	23155	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	22516	23807	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24157	26059	8%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4527	5386	19%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3312	3389	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2023	2175	8%	Very Low	Very low	Negligible
32a	A12 (N)	25220	26955	7%	Very Low	Very low	Negligible
32c	A12 (S)	41619	43027	3%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	7226	7464	3%	Very Low	High	Minor Adverse
38b	A12 Woodbridge n/o B1079	41619	43027	3%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	2079	2699	30%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8721	9495	9%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7409	7925	7%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	4942	5581	13%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
57	Sizewell Link Road (east of A12)	0	1962	1961598%	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	12512	13846	11%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	5806	5806269%	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	5468	7865	44%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	3978	3977462%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3254	111	-97%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	5144	5143527%	Very Low	Very low	Negligible
68	Darsham P&R	0	2114	2113467%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	1858	1858091%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	2023	4255	110%	Very Low	Very low	Negligible
73	B1078 south of B1116	7983	9301	17%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3897	336	-91%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	2904	3470	19%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5354	6206	16%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4182	5478	31%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	15605	16177	4%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	743	862	16%	Very Low	High	Minor Adverse
83	A145 west of A12	2497	2909	17%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9292	10391	12%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	11835	13053	10%	Very Low	Very low	Negligible
86	A12 south of B1387	10065	11484	14%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
87	A12 south of Eagle Way/Anson Rd roundabout	47059	47783	2%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	38421	39188	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3806	4302	13%	Very Low	High	Minor Adverse

Table 1.97: Fear and Intimidation 2028 Integrated Strategy (Typical Day) Representative Hour

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	353	402	14%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	357	395	11%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	863	68%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	124%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	652	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	313	34%	Very Low	High	Minor Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
10	B1122 through Theberton	513	40	-92%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	655	654900%	Low	Medium	Minor Adverse
11	B1125 through Westleton	242	253	5%	Very Low	High	Minor Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	333	13%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1169	8%	Very Low	Low	Negligible
13b	B1122	342	369	8%	Very Low	Low	Negligible
13d	A1120	296	334	13%	Very Low	High	Minor Adverse
16	A12 Wrentham	776	900	16%	Very Low	High	Minor Adverse
19b	A12 (N)	1167	1163	0%	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	856	914	7%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
21c	A12 (middle)	981	1033	5%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	1030	5%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1195	5%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	1517	26	-98%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	1514	21	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	1559	1558900%	Medium	Medium	Moderate Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	1511	1578	4%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1618	5%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1892	10%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	355	26%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	112	10%	Very Low	Very low	Negligible
32a	A12 (N)	1804	1963	9%	Very Low	Very low	Negligible
32c	A12 (S)	3048	3210	5%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	419	412	-2%	Very Low	High	Minor Beneficial
38b	A12 Woodbridge n/o B1079	3048	3210	5%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	204	238	17%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	651	11%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	578	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	467	14%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
57	Sizewell Link Road (east of A12)	0	127	126900%	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	813	910	12%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	471	470900%	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	513	677	32%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	352	351900%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	300	9	-97%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	470	469900%	Very Low	Very low	Negligible
68	Darsham P&R	0	291	290900%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	224	223900%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	102	321	215%	Very Low	Very low	Negligible
73	B1078 south of B1116	589	711	21%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	572	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	1091	5%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	51	-4%	Very Low	High	Minor Beneficial
83	A145 west of A12	207	235	14%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	837	18%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1027	16%	Very Low	Very low	Negligible
86	A12 south of B1387	697	856	23%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3248	3%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2691	3%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.98: Fear and Intimidation 2028 Integrated Strategy (Typical Day) 18 Hour AAWT HDVs

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	9	177	1975%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	91	286	215%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	27	52	91%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	90	313	250%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	115	312	171%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	124	146	18%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	131	135	3%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	49	49	0%	Very Low	High	Nil
9b	Snape Road	101	101	0%	Very Low	High	Nil
10	B1122 through Theberton	90	0	-100%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	1204	1203633%	Low	Medium	Minor Adverse
11	B1125 through Westleton	9	9	0%	Very Low	High	Nil
12a	B1121 (N)	43	65	52%	Very Low	High	Minor Adverse
12b	B1119 (E)	133	148	11%	Very Low	High	Minor Adverse
13a	A12 (N)	897	1182	32%	Very Low	Low	Negligible
13b	B1122	111	406	267%	Very Low	Low	Negligible
13d	A1120	132	136	3%	Very Low	High	Minor Adverse
16	A12 Wrentham	431	559	30%	Very Low	High	Minor Adverse
19b	A12 (N)	208	274	32%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	677	1479	119%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
21c	A12 (middle)	683	1485	118%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	712	1515	113%	Very Low	Medium	Minor Adverse
22a	A12 (N)	834	1634	96%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	912	11	-99%	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	918	11	-99%	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	1697	1697010%	Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	922	13	-99%	Very Low	Medium	Minor Beneficial
25	A12 Little Glemham	922	1720	87%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	928	1731	87%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	962	1610	67%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	158	143	-9%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	11	0	-99%	Very Low	High	Minor Beneficial
29	B1078 onslip to A12	67	125	86%	Very Low	Very low	Negligible
32a	A12 (N)	1087	1704	57%	Very Low	Very low	Negligible
32c	A12 (S)	1890	2475	31%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	0	60	59900%	Very Low	High	Minor Adverse
38b	A12 Woodbridge n/o B1079	1890	2475	31%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	9	9	0%	Very Low	Medium	Nil
51	B1078 (through Gibraltar)	509	504	-1%	Very Low	High	Minor Beneficial
52	B1078 (west of Coddenham)	500	500	0%	Very Low	High	Nil
53a	A144 (west of A12)	221	219	-1%	Very Low	High	Minor Beneficial

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
57	Sizewell Link Road (east of A12)	0	824	824292%	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	671	1474	120%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	1224	1224386%	Low	Medium	Minor Adverse
64	B1122 north of SZC access	90	1206	1239%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	404	404285%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	105	0	-100%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	1329	1329338%	Low	Very low	Negligible
68	Darsham P&R	0	132	131900%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	132	131900%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	67	125	86%	Very Low	Very low	Negligible
73	B1078 south of B1116	167	228	36%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	111	4	-97%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	27	192	602%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	108	200	85%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	22	107	381%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	712	1515	113%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	75	64	-15%	Very Low	High	Minor Beneficial
83	A145 west of A12	289	321	11%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	472	600	27%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	666	796	19%	Very Low	Very low	Negligible
86	A12 south of B1387	660	822	24%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
87	A12 south of Eagle Way/Anson Rd roundabout	2165	2670	23%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2261	2781	23%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	130	134	3%	Very Low	High	Minor Adverse

Table 1.99: Fear and Intimidation 2028 Integrated Strategy (Busiest Day) 18 Hour AAWT

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	2895	3449	19%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3158	6170	95%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2904	3317	14%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5485	8909	62%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4360	7403	70%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5059	5768	14%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6409	7194	12%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3332	4014	20%	Very Low	High	Minor Adverse
9b	Snape Road	4602	5148	12%	Very Low	High	Minor Adverse
10	B1122 through Theberton	5468	498	-91%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	7969	7968656%	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2652	2911	10%	Very Low	High	Minor Adverse
12a	B1121 (N)	5059	5209	3%	Very Low	High	Minor Adverse
12b	B1119 (E)	5261	5771	10%	Very Low	High	Minor Adverse
13a	A12 (N)	15456	16302	5%	Very Low	Low	Negligible
13b	B1122	3897	4244	9%	Very Low	Low	Negligible
13d	A1120	4053	4597	13%	Very Low	High	Minor Adverse
16	A12 Wrentham	10378	11451	10%	Very Low	High	Minor Adverse
17a	A12 (N)	11503	13103	14%	Very Low	Medium	Minor Adverse
17c	A12 (S)	9443	10906	15%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
19b	A12 (N)	14751	14832	1%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13165	14183	8%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15554	16506	6%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15182	15967	5%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17349	18715	8%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	21902	291	-99%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	21895	273	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	23073	23072608%	Medium	Medium	Moderate Adverse
24	A12 Stratford St Andrew (Low Road)	21873	258	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	21873	23337	7%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	22516	23987	7%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24157	26191	8%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4527	5396	19%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3312	3387	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2023	2173	7%	Very Low	Very low	Negligible
32a	A12 (N)	25220	27056	7%	Very Low	Very low	Negligible
32c	A12 (S)	41619	43087	4%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	47999	48526	1%	Very Low	Very low	Negligible
34b	Main Road (E)	7226	7543	4%	Very Low	High	Minor Adverse
34c	A12 (S)	39931	40591	2%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	41619	43087	4%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
41	B1125 through Middleton	2079	2694	30%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8721	9529	9%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7409	8007	8%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	4942	5578	13%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	10028	11562	15%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	2237	2236959%	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	12512	14048	12%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	6136	6135516%	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	5468	8198	50%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	4033	4033104%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3254	111	-97%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	5492	5491624%	Very Low	Very low	Negligible
68	Darsham P&R	0	2114	2113467%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	1846	1846341%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	2023	4238	109%	Very Low	Very low	Negligible
73	B1078 south of B1116	7983	9288	16%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3897	341	-91%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	2904	3457	19%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5354	6200	16%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4182	5476	31%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	15605	16368	5%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
82	B1438 Melton Hill	743	873	18%	Very Low	High	Minor Adverse
83	A145 west of A12	2497	2908	16%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9292	10396	12%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	11835	13054	10%	Very Low	Very low	Negligible
86	A12 south of B1387	10065	11489	14%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	47059	47798	2%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	38421	39286	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3806	4326	14%	Very Low	High	Minor Adverse

Table 1.100: Fear and Intimidation 2028 Integrated Strategy (Busiest Day) Representative Hour

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	353	402	14%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	357	395	11%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	863	68%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	124%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	652	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	313	34%	Very Low	High	Minor Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
10	B1122 through Theberton	513	48	-91%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	667	666900%	Low	Medium	Minor Adverse
11	B1125 through Westleton	242	253	5%	Very Low	High	Minor Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	333	13%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1171	8%	Very Low	Low	Negligible
13b	B1122	342	372	9%	Very Low	Low	Negligible
13d	A1120	296	334	13%	Very Low	High	Minor Adverse
16	A12 Wrentham	776	902	16%	Very Low	High	Minor Adverse
17a	A12 (N)	858	1023	19%	Very Low	Medium	Minor Adverse
17c	A12 (S)	664	828	25%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
19b	A12 (N)	1167	1165	0%	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	856	928	8%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	1048	7%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	1047	7%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1210	7%	Very Low	Very low	Negligible
22c	A12 (S) (Farnham)	1517	26	-98%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	1514	21	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	1575	1574900%	Medium	Medium	Moderate Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	1511	1595	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1635	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1898	10%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	357	27%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	114	12%	Very Low	Very low	Negligible
32a	A12 (N)	1804	1967	9%	Very Low	Very low	Negligible
32c	A12 (S)	3048	3218	6%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	3547	3662	3%	Very Low	Very low	Negligible
34b	Main Road (E)	419	417	0%	Very Low	High	Minor Beneficial
34c	A12 (S)	2598	2694	4%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	3048	3218	6%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
41	B1125 through Middleton	204	238	17%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	653	12%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	578	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	466	14%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	689	859	25%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	143	142900%	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	813	925	14%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	492	491900%	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	513	695	35%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	356	355900%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	300	9	-97%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	488	487900%	Very Low	Very low	Negligible
68	Darsham P&R	0	291	290900%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	217	216900%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	102	316	210%	Very Low	Very low	Negligible
73	B1078 south of B1116	589	701	19%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	572	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	1106	6%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
82	B1438 Melton Hill	53	51	-4%	Very Low	High	Minor Beneficial
83	A145 west of A12	207	235	14%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	839	18%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1028	16%	Very Low	Very low	Negligible
86	A12 south of B1387	697	857	23%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3266	4%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2708	4%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.101: Fear and Intimidation 2028 Integrated Strategy (Busiest Day) 18 Hour AAWT HDVs

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	9	177	1975%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	91	286	215%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	27	52	91%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	90	313	250%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	115	312	171%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	124	146	18%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	131	135	3%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	49	49	0%	Very Low	High	Nil
9b	Snape Road	101	101	0%	Very Low	High	Nil
10	B1122 through Theberton	90	0	-100%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	1554	1553633%	Low	Medium	Minor Adverse
11	B1125 through Westleton	9	9	0%	Very Low	High	Nil
12a	B1121 (N)	43	65	52%	Very Low	High	Minor Adverse
12b	B1119 (E)	133	148	11%	Very Low	High	Minor Adverse
13a	A12 (N)	897	1234	38%	Very Low	Low	Negligible
13b	B1122	111	458	314%	Very Low	Low	Negligible
13d	A1120	132	136	3%	Very Low	High	Minor Adverse
16	A12 Wrentham	431	593	37%	Very Low	High	Minor Adverse
17a	A12 (N)	658	870	32%	Very Low	Medium	Minor Adverse
17c	A12 (S)	658	870	32%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
19b	A12 (N)	208	308	48%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	677	1777	163%	Low	Medium	Minor Adverse
21c	A12 (middle)	683	1783	161%	Low	Medium	Minor Adverse
21e	A12 (south of B1119)	712	1813	155%	Low	Medium	Minor Adverse
22a	A12 (N)	834	1932	132%	Low	Very low	Negligible
22c	A12 (S) (Farnham)	912	11	-99%	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	918	11	-99%	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	1995	1995010%	Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	922	13	-99%	Very Low	Medium	Minor Beneficial
25	A12 Little Glemham	922	2018	119%	Low	Medium	Minor Adverse
26	A12 Marlesford	928	2029	119%	Low	Medium	Minor Adverse
27	A12 south of Wickham Market	962	1908	98%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	158	143	-9%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	11	0	-99%	Very Low	High	Minor Beneficial
29	B1078 onslip to A12	67	125	86%	Very Low	Very low	Negligible
32a	A12 (N)	1087	2002	84%	Very Low	Very low	Negligible
32c	A12 (S)	1890	2773	47%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	2412	3268	36%	Very Low	Very low	Negligible
34b	Main Road (E)	0	60	59900%	Very Low	High	Minor Adverse
34c	A12 (S)	2270	3064	35%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	1890	2773	47%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
41	B1125 through Middleton	9	9	0%	Very Low	Medium	Nil
51	B1078 (through Gibraltar)	509	504	-1%	Very Low	High	Minor Beneficial
52	B1078 (west of Coddenham)	500	498	0%	Very Low	High	Minor Beneficial
53a	A144 (west of A12)	221	219	-1%	Very Low	High	Minor Beneficial
53b	A12 (north of A144)	666	878	32%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	1122	1122292%	Low	Medium	Minor Adverse
59	A12 (south of SLR)	671	1772	164%	Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	1574	1574386%	Low	Medium	Minor Adverse
64	B1122 north of SZC access	90	1556	1628%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	456	456285%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	105	0	-100%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	1679	1679338%	Low	Very low	Negligible
68	Darsham P&R	0	132	131900%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	132	131900%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	67	125	86%	Very Low	Very low	Negligible
73	B1078 south of B1116	167	228	36%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	111	4	-97%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	27	192	602%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	108	200	85%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	22	107	381%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	712	1813	155%	Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
82	B1438 Melton Hill	75	64	-15%	Very Low	High	Minor Beneficial
83	A145 west of A12	289	339	17%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	472	634	34%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	666	830	25%	Very Low	Very low	Negligible
86	A12 south of B1387	660	874	32%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2165	2956	37%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2261	3077	36%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	130	134	3%	Very Low	High	Minor Adverse

Table 1.102: Fear and Intimidation 2034 18 Hour AAWT

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	3029	3270	8%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3373	4472	33%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5676	7155	26%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4626	5645	22%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5552	5655	2%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6720	7101	6%	Very Low	High	Minor Adverse
9b	Snape Road	4864	5127	5%	Very Low	High	Minor Adverse
10	B1122 through Theberton	5661	382	-93%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	6266	6266241%	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2769	2884	4%	Very Low	High	Minor Adverse
12b	B1119 (E)	5757	5726	-1%	Very Low	High	Minor Beneficial
12c	B1121 (S)	4348	4701	8%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	22975	294	-99%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	22972	285	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	23045	23044624%	Medium	Medium	Moderate Adverse
24	A12 Stratford St Andrew (Low Road)	22944	258	-99%	Medium	Medium	Moderate Beneficial
28c	B1438 High Street, Wickham Market	3564	3581	0%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2158	2183	1%	Very Low	Very low	Negligible
41	B1125 through Middleton	2135	2671	25%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
57	Sizewell Link Road (east of A12)	0	1077	1076738%	Very Low	Medium	Minor Adverse
63	Theberton Bypass (west of B1125)	0	4485	4484879%	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	5661	6348	12%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	3536	3535869%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3382	86	-97%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	1617	1616522%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	2158	2184	1%	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	4082	340	-92%	Very Low	Medium	Minor Beneficial
76	B1069 (north of Aldringham Lane)	5590	5972	7%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4321	4499	4%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	941	928	-1%	Very Low	High	Minor Beneficial
83	A145 west of A12	2565	2564	0%	Very Low	Medium	Minor Beneficial
84	A12 south of B1126	9666	9655	0%	Very Low	Medium	Minor Beneficial
85	A12 south of A1095	12336	12337	0%	Very Low	Very low	Negligible
86	A12 south of B1387	10415	10353	-1%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	49751	49814	0%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	40385	40417	0%	Very Low	Very low	Negligible
91	A1152 at Eyke	6988	7095	2%	Very Low	High	Minor Adverse

Table 1.103: Fear and Intimidation 2034 Representative Hour

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	283	312	10%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	342	802	135%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	537	1048	95%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	468	902	93%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	541	657	21%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	566	743	31%	Very Low	High	Minor Adverse
9b	Snape Road	484	612	26%	Very Low	High	Minor Adverse
10	B1122 through Theberton	535	43	-92%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	694	693900%	Low	Medium	Minor Adverse
11	B1125 through Westleton	252	336	33%	Very Low	High	Minor Adverse
12b	B1119 (E)	564	660	17%	Very Low	High	Minor Adverse
12c	B1121 (S)	431	573	33%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	2039	23	-99%	High	Medium	Major Beneficial
23	A12 Farnham Bend	2040	23	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	2099	2098900%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	2041	26	-99%	High	Medium	Major Beneficial
28c	B1438 High Street, Wickham Market	338	341	1%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	193	192	-1%	Very Low	Very low	Negligible
41	B1125 through Middleton	204	320	57%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
57	Sizewell Link Road (east of A12)	0	118	117900%	Very Low	Medium	Minor Adverse
63	Theberton Bypass (west of B1125)	0	439	438900%	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	535	708	32%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	333	332900%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	316	13	-96%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	658	657900%	Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	193	192	-1%	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	374	30	-92%	Very Low	Medium	Minor Beneficial
76	B1069 (north of Aldringham Lane)	470	645	37%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	376	425	13%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	83	81	-2%	Very Low	High	Minor Beneficial
83	A145 west of A12	250	249	0%	Very Low	Medium	Minor Beneficial
84	A12 south of B1126	832	832	0%	Very Low	Medium	Nil
85	A12 south of A1095	1078	1078	0%	Very Low	Very low	Nil
86	A12 south of B1387	925	920	-1%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	4016	4017	0%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	3129	3130	0%	Very Low	Very low	Negligible
91	A1152 at Eyke	578	639	11%	Very Low	High	Minor Adverse

Table 1.104: Fear and Intimidation 2034 (08:00-09:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	450	904	100.9%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	414	789	90.6%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	531	661	24.5%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	526	626	19.0%	Very Low	High	Minor Adverse
11	B1125 through Westleton	232	314	35.3%	Very Low	High	Minor Adverse
41	B1125 through Middleton	171	293	71.3%	Very Low	Medium	Minor Adverse

Table 1.105: Fear and Intimidation 2034 (15:00-16:00)

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	480	503	4.8%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	508	483	-4.9%	Very Low	High	Minor Beneficial
6	B1119 Samundham Road	533	514	-3.6%	Very Low	High	Minor Beneficial
7	B1069 Coldfair Green	562	559	-0.5%	Very Low	High	Minor Beneficial
11	B1125 through Westleton	243	237	-2.5%	Very Low	High	Minor Beneficial
41	B1125 through Middleton	182	212	16.5%	Very Low	Medium	Minor Adverse

Table 1.106: Fear and Intimidation 2034 18 Hour AAWT HDVs

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane (LEEIE)	9	13	56%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	94	101	7%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	93	110	18%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	121	121	0%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	126	124	-2%	Very Low	High	Minor Beneficial
7	B1069 Coldfair Green	133	133	0%	Very Low	High	Nil
9b	Snape Road	101	101	0%	Very Low	High	Nil
10	B1122 through Theberton	94	0	-100%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	131	130741%	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	9	9	0%	Very Low	High	Nil
12b	B1119 (E)	135	129	-4%	Very Low	High	Minor Beneficial
12c	B1121 (S)	148	137	-8%	Very Low	Medium	Minor Beneficial
22c	A12 (S) (Farnham)	932	11	-99%	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	934	11	-99%	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	936	936167%	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	932	13	-99%	Very Low	Medium	Minor Beneficial
28c	B1438 High Street, Wickham Market	11	11	0%	Very Low	High	Nil
29	B1078 onslip to A12	69	69	0%	Very Low	Very low	Nil
41	B1125 through Middleton	9	9	0%	Very Low	Medium	Nil
57	Sizewell Link Road (east of A12)	0	35	34833%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
63	Theberton Bypass (west of B1125)	0	144	143948%	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	94	131	39%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	110	109532%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	105	0	-100%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	20	19900%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	69	69	0%	Very Low	Very low	Nil
74	B1122 (Middleton Moor)	115	4	-97%	Very Low	Medium	Minor Beneficial
76	B1069 (north of Aldringham Lane)	110	110	0%	Very Low	Medium	Nil
77	Aldeburgh Rd (north of Aldringham Lane)	22	22	0%	Very Low	Medium	Nil
82	B1438 Melton Hill	75	75	0%	Very Low	High	Nil
83	A145 west of A12	292	294	1%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	486	483	-1%	Very Low	Medium	Minor Beneficial
85	A12 south of A1095	683	686	0%	Very Low	Very low	Negligible
86	A12 south of B1387	672	677	1%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2152	2178	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2252	2278	1%	Very Low	Very low	Negligible
91	A1152 at Eyke	241	241	0%	Very Low	High	Nil

1.5 Road Safety

Table 1.107: Road Safety Assessment Results

Link	Link Description	Sensitivity	Magnitude of Impact (additional collisions per annum per km of link length)			Significance		
			2023 Early Years	2028 Preferred Strategy (Busiest Day)	2034 Operational	2023 Early Years	2028 Preferred Strategy (Busiest Day)	2034 Operational
1	Sizewell Gap		0.02	0.00	0.00			
2	King George's Avenue	Medium	0.22	0.08	0.02	Moderate Adverse	Minor Adverse	Minor Adverse
3	Lovers Lane ("Big Field")	High	0.13	0.05	0.02	Moderate Adverse	Minor Adverse	Minor Adverse
4a	B1122 (S)	Very Low	0.03	0.17	0.06	Negligible	Minor Adverse	Negligible
4b	Lovers Lane	High	0.13	0.05	0.02	Moderate Adverse	Minor Adverse	Minor Adverse
4c	B1122 (N)	Very Low	0.03	0.17	0.06	Negligible	Minor Adverse	Negligible
5	B1122 Abbey Road (existing level crossing)	Very Low	0.03	0.17	0.06	Negligible	Minor Adverse	Negligible
6	B1119 Samundham Road	Low	0.04	0.09	0.04	Negligible	Minor Adverse	Negligible
7	B1069 Coldfair Green	Very Low	0.04	0.07	0.03	Negligible	Minor Adverse	Negligible
8	B1122 Aldeburgh	Very Low	0.01	0.05	0.01	Negligible	Negligible	Negligible
9a	A1094 (W)	Very Low	0.06	0.03	0.01	Minor Adverse	Negligible	Negligible
9b	Snape Road	Medium	0.01	0.04	0.02	Minor Adverse	Minor Adverse	Minor Adverse
9c	A1094 (E)	Very Low	0.02	0.03	0.01	Negligible	Negligible	Negligible

Link	Link Description	Sensitivity	Magnitude of Impact (additional collisions per annum per km of link length)			Significance		
			2023 Early Years	2028 Preferred Strategy (Busiest Day)	2034 Operational	2023 Early Years	2028 Preferred Strategy (Busiest Day)	2034 Operational
10	B1122 through Theberton	Medium	0.17	-0.53	-0.56	Moderate Adverse	Major Benificial	Major Benificial
10A	Theberton Bypass		0.00	0.36	0.29			
11	B1125 through Westleton	Medium	0.10	0.04	0.03	Minor Adverse	Minor Adverse	Minor Adverse
12a	B1121 (N)	Low	0.03	0.02	0.00	Negligible	Negligible	Negligible
12b	B1119 (E)	Low	0.04	0.09	0.04	Negligible	Minor Adverse	Negligible
12c	B1121 (S)	Low	0.03	0.02	0.00	Negligible	Negligible	Negligible
13a	A12 (N)	Very Low	0.02	0.03	0.00	Negligible	Negligible	Negligible
13b	B1122	Medium	0.06	-0.17	-0.18	Minor Adverse	Moderate Benificial	Moderate Benificial
13c	A12 (middle)	Low	0.04	0.14	0.00	Negligible	Minor Adverse	Negligible
13d	A1120	Low	0.04	0.05	0.00	Negligible	Negligible	Negligible
13e	A12 (S)	Low	0.04	0.14	0.00	Negligible	Minor Adverse	Negligible
14	A12 north of Darsham park and ride	Very Low	0.04	0.14	0.00	Negligible	Minor Adverse	Negligible
15	A144 Halesworth	Medium	0.03	0.13	0.00	Minor Adverse	Minor Adverse	Minor Adverse
16	A12 Wrentham	Very Low	0.08	0.16	0.00	Minor Adverse	Minor Adverse	Negligible
17a	A12 (N)	Very Low	0.04	0.14	0.00	Negligible	Minor Adverse	Negligible
17b	B1125	Medium	0.10	0.04	0.03	Minor Adverse	Minor Adverse	Minor Adverse
17c	A12 (S)	Very Low	0.04	0.14	0.00	Negligible	Minor Adverse	Negligible
18	A145 Beccles	Very Low	0.01	0.02	0.00	Negligible	Negligible	Negligible
19a	A1117 (N)	Very Low	0.02	0.06	0.00	Negligible	Minor Adverse	Negligible

Link	Link Description	Sensitivity	Magnitude of Impact (additional collisions per annum per km of link length)			Significance		
			2023 Early Years	2028 Preferred Strategy (Busiest Day)	2034 Operational	2023 Early Years	2028 Preferred Strategy (Busiest Day)	2034 Operational
19b	A12 (N)	Medium	0.25	0.04	0.03	Moderate Adverse	Minor Adverse	Minor Adverse
19c	B1384 Stradbroke Rd							
19d	A12 (S)	Medium	0.25	0.04	0.03	Moderate Adverse	Minor Adverse	Minor Adverse
19e	A1145 (W)	Very Low	0.00	0.00	0.00	Negligible	Negligible	Negligible
20	A1095 Southwold	Medium	0.00	0.01	0.00	Minor Adverse	Minor Adverse	Minor Adverse
21a	B1119 (west of A12)	High	0.01	0.01	0.00	Minor Adverse	Minor Adverse	Minor Adverse
21b	A12 (north of B1119)	Very Low	0.04	0.14	0.00	Negligible	Minor Adverse	Negligible
21c	A12 (middle)	Very Low	0.04	0.14	0.00	Negligible	Minor Adverse	Negligible
21d	B1119 (east of A12)	Low	0.04	0.09	0.04	Negligible	Minor Adverse	Negligible
21e	A12 (south of B1119)	Very Low	0.04	0.14	0.00	Negligible	Minor Adverse	Negligible
22a	A12 (N)	Very Low	0.04	0.14	0.00	Negligible	Minor Adverse	Negligible
22b	A1094	Very Low	0.06	0.03	0.01	Minor Adverse	Negligible	Negligible
22c	A12 (S) (Farnham)	Very Low	0.04	0.14	0.00	Negligible	Minor Adverse	Negligible
23	A12 Farnham Bend	Very Low	0.04	0.14	0.00	Negligible	Negligible	Negligible
23A	A12 Two Village Bypass			1.07	1.08		Minor Benificial	Minor Benificial
24	A12 Stratford St Andrew (Low Road)	Very Low	0.04	0.14	0.00	Negligible	Minor Adverse	Negligible
25	A12 Little Glemham	Very Low	0.04	0.14	0.00	Negligible	Minor Adverse	Negligible
26	A12 Marlesford	Very Low	0.04	0.14	0.00	Negligible	Minor Adverse	Negligible
27	A12 south of Wickham Market	Very Low	0.04	0.05	0.00	Negligible	Negligible	Negligible

Link	Link Description	Sensitivity	Magnitude of Impact (additional collisions per annum per km of link length)			Significance		
			2023 Early Years	2028 Preferred Strategy (Busiest Day)	2034 Operational	2023 Early Years	2028 Preferred Strategy (Busiest Day)	2034 Operational
28a	B1078 Wickham Market	Low	0.04	0.10	0.02	Negligible	Minor Adverse	Negligible
28b	B1078 Wickham Market (east of B1438)	Low	0.04	0.10	0.02	Negligible	Minor Adverse	Negligible
28c	B1438 High Street, Wickham Market	Medium	0.00	0.01	0.00	Minor Adverse	Minor Adverse	Minor Adverse
29	B1078 onslip to A12							
30	B1116 Hatcheston	Low	0.00	0.02	0.00	Negligible	Negligible	Negligible
31	B1069 Tunstall	Medium	0.01	0.04	0.02	Minor Adverse	Minor Adverse	Minor Adverse
32a	A12 (N)	Very Low	0.04	0.14	0.00	Negligible	Minor Adverse	Negligible
32b	A1152	Very Low	0.00	0.00	0.00	Negligible	Negligible	Negligible
32c	A12 (S)	Medium	0.07	0.10	0.00	Minor Adverse	Minor Adverse	Minor Adverse
33	A12 south of Woodbridge	Medium	0.07	0.10	0.00	Minor Adverse	Minor Adverse	Minor Adverse
34a	A12 (N)	Medium	0.07	0.10	0.00	Minor Adverse	Minor Adverse	Minor Adverse
34b	Main Road (E)							
34c	A12 (S)	Medium	0.07	0.10	0.00	Minor Adverse	Minor Adverse	Minor Adverse
34d	A1214 Main Road (W)	Very Low	0.02	0.02	0.01	Negligible	Negligible	Negligible
35	A14 south of Ipswich (east of Copdock jcn)	Medium	0.03	0.04	0.00	Minor Adverse	Minor Adverse	Minor Adverse
36	A14 south of Ipswich (west of Seven Hills jcn)	Medium	0.03	0.04	0.00	Minor Adverse	Minor Adverse	Minor Adverse

Link	Link Description	Sensitivity	Magnitude of Impact (additional collisions per annum per km of link length)			Significance		
			2023 Early Years	2028 Preferred Strategy (Busiest Day)	2034 Operational	2023 Early Years	2028 Preferred Strategy (Busiest Day)	2034 Operational
37	A14 Felixstowe branch (east of Seven Hills jcn)	Very Low	0.01	0.00	0.00	Negligible	Negligible	Negligible
38a	B1079 Woodbridge w/o A12	Very Low	0.00	0.00	0.00	Negligible	Negligible	Negligible
38b	A12 Woodbridge n/o B1079	Low	0.02	0.03	0.00	Negligible	Minor Adverse	Negligible
38c	B1079 Woodbridge e/o A12	Very Low	0.01	0.01	0.00	Negligible	Negligible	Negligible
39a	A1094 (west of B1069)	Medium	0.08	0.15	0.06	Minor Adverse	Minor Adverse	Minor Adverse
39b	B1069 (north of A1094)	Very Low	0.04	0.07	0.03	Negligible	Minor Adverse	Negligible
39c	A1094 (east of B1069)	Low	0.01	0.03	0.00	Negligible	Negligible	Negligible
41	B1125 through Middleton	Medium	0.10	0.04	0.03	Minor Adverse	Minor Adverse	Minor Adverse
42	B1125 (south of B1387)	Medium	0.10	0.04	0.03	Minor Adverse	Minor Adverse	Minor Adverse
43	A1120 (east of Dennington)	Low	0.04	0.05	0.00	Negligible	Negligible	Negligible
44	A1120 (west of Dennington)	Low	0.04	0.05	0.00	Negligible	Negligible	Negligible

Link	Link Description	Sensitivity	Magnitude of Impact (additional collisions per annum per km of link length)			Significance		
			2023 Early Years	2028 Preferred Strategy (Busiest Day)	2034 Operational	2023 Early Years	2028 Preferred Strategy (Busiest Day)	2034 Operational
45	A1120 (east of Pettaugh)	Low	0.04	0.05	0.00	Negligible	Negligible	Negligible
46	B1119 (east of Framlingham)	High	0.01	0.01	0.00	Minor Adverse	Minor Adverse	Minor Adverse
47	B1119 (through Framlingham)	High	0.01	0.01	0.00	Minor Adverse	Minor Adverse	Minor Adverse
48	B1119 (east of Saxstead Green)	High	0.01	0.01	0.00	Minor Adverse	Minor Adverse	Minor Adverse
49	B1078 (east of Clopton)	Low	0.04	0.10	0.02	Negligible	Minor Adverse	Negligible
50	B1079 (west of Clopton)	Low	0.04	0.10	0.02	Negligible	Minor Adverse	Negligible
51	B1078 (through Gibraltar)	Low	0.04	0.10	0.02	Negligible	Minor Adverse	Negligible
52	B1078 (west of Coddenham)	Low	0.04	0.10	0.02	Negligible	Minor Adverse	Negligible
53a	A144 (west of A12)	Medium	0.03	0.13	0.00	Minor Adverse	Minor Adverse	Minor Adverse
53b	A12 (north of A144)	Very Low	0.04	0.14	0.00	Negligible	Minor Adverse	Negligible
53c	A12 (south of A144)	Very Low	0.04	0.14	0.00	Negligible	Minor Adverse	Negligible
55	A140 (south of B1078)	Very Low	0.01	0.01	0.01	Negligible	Negligible	Negligible
56	A140 (north of B1078)	Very Low	0.01	0.01	0.01	Negligible	Negligible	Negligible
57	Sizewell Link Road (east of A12)		0.00	0.09	0.05			

Link	Link Description	Sensitivity	Magnitude of Impact (additional collisions per annum per km of link length)			Significance		
			2023 Early Years	2028 Preferred Strategy (Busiest Day)	2034 Operational	2023 Early Years	2028 Preferred Strategy (Busiest Day)	2034 Operational
58	A12 (north of SLR)	Low	0.04	0.14	0.00	Negligible	Minor Adverse	Negligible
59	A12 (south of SLR)	Medium	0.17	0.17	0.04	Moderate Adverse	Moderate Adverse	Minor Adverse
62	B1079 (south of Otley)	Very Low	0.00	0.00	0.00	Negligible	Negligible	Negligible
63	Theberton Bypass (west of B1125)		0.00	0.28	0.21			
64	B1122 north of SZC access	Very Low	0.03	0.17	0.06	Negligible	Minor Adverse	Negligible
65	Middleton Moor Link		0.00	0.19	0.16			
66	B1122 west of B1125	Medium	0.06	-0.17	-0.18	Minor Adverse	Moderate Benificial	Moderate Benificial
67	Main Site Access							
68	Darsham P&R							
69	Wickham Market P&R							
70	A12 on-slip (west of WM P&R)		0.04	0.14	0.00			
71	B1116 north of B1078	Low	0.00	0.02	0.00	Negligible	Negligible	Negligible
72	B1078 west of B1116	Low	0.04	0.10	0.02	Negligible	Minor Adverse	Negligible
73	B1078 south of B1116	Low	0.04	0.10	0.02	Negligible	Minor Adverse	Negligible
74	B1122 (Middleton Moor)	Medium	0.06	-0.17	-0.18	Minor Adverse	Moderate Benificial	Moderate Benificial

Link	Link Description	Sensitivity	Magnitude of Impact (additional collisions per annum per km of link length)			Significance		
			2023 Early Years	2028 Preferred Strategy (Busiest Day)	2034 Operational	2023 Early Years	2028 Preferred Strategy (Busiest Day)	2034 Operational
75	Lovers Lane	High	0.13	0.05	0.02	Moderate Adverse	Minor Adverse	Minor Adverse
76	B1069 (north of Aldringham Lane)	Very Low	0.04	0.07	0.03	Negligible	Minor Adverse	Negligible
77	B1122 Aldeburgh Rd (north of Aldringham Lane)	Very Low	0.01	0.05	0.01	Negligible	Negligible	Negligible
78	A12 (north of B1121)	Medium	0.17	0.17	0.04	Moderate Adverse	Moderate Adverse	Minor Adverse
79	B1121 at Benhall	Low	0.03	0.02	0.00	Negligible	Negligible	Negligible
80	A1152 at Rendlesham	Very Low	0.00	0.00	0.00	Negligible	Negligible	Negligible
81	B1078 at Campsea Ashe	Medium	0.01	0.01	0.00	Minor Adverse	Minor Adverse	Minor Adverse
82	B1438 Melton Hill	Medium	0.06	0.17	0.06	Minor Adverse	Moderate Adverse	Minor Adverse
83	A145 west of A12	High	0.00	0.00	0.00	Minor Adverse	Moderate Adverse	Minor Adverse
84	A12 south of B1126	Low	0.04	0.14	0.00	Negligible	Minor Adverse	Negligible
85	A12 south of A1095	Very Low	0.04	0.14	0.00	Negligible	Minor Adverse	Negligible
86	A12 south of B1387	Very Low	0.04	0.14	0.00	Negligible	Minor Adverse	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	Medium	0.07	0.10	0.00	Minor Adverse	Minor Adverse	Minor Adverse

Link	Link Description	Sensitivity	Magnitude of Impact (additional collisions per annum per km of link length)			Significance		
			2023 Early Years	2028 Preferred Strategy (Busiest Day)	2034 Operational	2023 Early Years	2028 Preferred Strategy (Busiest Day)	2034 Operational
88	A12 south of Foxhall Road	Medium	0.07	0.10	0.00	Minor Adverse	Minor Adverse	Minor Adverse
89	A1120 east of A140	Low	0.04	0.05	0.00	Negligible	Negligible	Negligible
90	A1120 Sibton (east of Mill Hill)	Low	0.04	0.05	0.00	Negligible	Negligible	Negligible
91	A1152 at Eyke	Very Low	0.00	0.00	0.00	Negligible	Negligible	Negligible

1.6 Driver Delay

Table 1.108: Driver Delay 2023 Early Years

Link	Link Description	Delay (seconds)					Magnitude of Impact					Significance of Effect				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
1	Sizewell Gap	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
2	King George's Avenue	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
3	Lovers Lane (LEEIE)	0.0	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Nil	Nil	Nil
4a	B1122 (S)	6.1	7.1	7.3	5.8	5.6	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
4b	Lovers Lane	7.3	11.3	12.2	14.1	18.5	Very Low	Low	Low	Low	Low	Negligible	Negligible	Negligible	Negligible	Negligible
4c	B1122 (N)	3.4	4.4	4.4	4.3	5.3	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
5	B1122 Abbey Road (existing level crossing)	0.6	-5.9	-6.7	-3.4	-0.6	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
6	B1119 Samundham Road	-2.6	-4.2	-6.8	-10.2	-0.5	Very Low	Very Low	Very Low	Low	Very Low	Negligible	Negligible	Negligible	Minor Beneficial	Negligible
7	B1069 Coldfair Green	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
8	B1122 Aldeburgh	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
9a	A1094 (W)	0.0	-0.1	0.1	0.1	0.3	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Negligible	Negligible	Negligible	Negligible
9b	Snape Road	0.7	3.9	1.4	0.8	4.2	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
9c	A1094 (E)	0.3	0.4	0.0	0.0	0.1	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Nil	Negligible

Link	Link Description	Delay (seconds)					Magnitude of Impact					Significance of Effect				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
10	B1122 through Theberton	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
11	B1125 through Westleton	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
12a	B1121 (N)	1.7	11.1	12.8	1.8	207.6	Very Low	Low	Low	Very Low	High	Negligible	Negligible	Minor Adverse	Minor Adverse	Major Adverse
12b	B1119 (E)	0.7	10.9	-5.6	18.0	160.3	Very Low	Low	Very Low	Low	High	Negligible	Negligible	Minor Beneficial	Minor Adverse	Major Adverse
12c	B1121 (S)	1.6	1.9	1.1	0.5	0.6	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
13b	B1122	1.2	14.9	3.8	10.0	14.7	Very Low	Low	Very Low	Low	Low	Negligible	Minor Adverse	Negligible	Minor Adverse	Minor Adverse
13c	A12 (middle)	0.1	1.8	0.7	0.8	0.1	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
13d	A1120	0.7	3.3	1.5	2.6	3.1	Very Low	Very Low	Very Low	Very Low	Very Low	Minor Adverse	Minor Adverse	Minor Adverse	Minor Adverse	Minor Adverse
13e	A12 (S)	0.0	0.1	0.0	0.1	0.6	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Negligible	Negligible	Negligible	Negligible
16	A12 Wrentham	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
17a	A12 (N)	0.0	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Nil	Nil	Nil
17b	B1125	0.7	8.6	2.1	3.7	18.8	Very Low	Very Low	Very Low	Very Low	Low	Negligible	Negligible	Negligible	Negligible	Negligible
17c	A12 (S)	0.0	0.0	0.0	0.0	-0.2	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Negligible	Negligible	Negligible
19b	A12 (N)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil

Link	Link Description	Delay (seconds)					Magnitude of Impact					Significance of Effect				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
19d	A12 (S)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
21b	A12 (north of B1119)	-0.1	0.4	0.1	-0.3	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
21c	A12 (middle)	0.1	0.2	0.0	0.2	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Nil
21e	A12 (south of B1119)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
22a	A12 (N)	5.5	15.3	20.9	16.5	15.7	Very Low	Low	Low	Low	Low	Negligible	Negligible	Negligible	Negligible	Negligible
22b	A1094	4.2	7.2	7.6	9.1	12.8	Very Low	Very Low	Very Low	Very Low	Low	Negligible	Negligible	Negligible	Negligible	Negligible
22c	A12 (S) (Farnham)	4.8	19.4	18.3	14.1	16.8	Very Low	Low	Low	Low	Low	Negligible	Negligible	Negligible	Negligible	Negligible
23	A12 Farnham Bend	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
24	A12 Stratford St Andrew (Low Road)	0.0	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Nil	Nil	Nil
25	A12 Little Glemham	0.0	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Nil	Nil	Nil
26	A12 Marlesford	0.1	0.0	0.0	0.0	-0.4	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Nil	Negligible	Negligible
27	A12 south of Wickham Market	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
28b	B1078 Wickham Market (east of B1438)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
29	B1078 onslip to A12	0.0	0.0	0.0	0.0	5.8	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Nil	Nil	Negligible
32a	A12 (N)	0.0	0.3	0.2	1.0	1.8	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Minor Adverse	Negligible	Negligible

Link	Link Description	Delay (seconds)					Magnitude of Impact					Significance of Effect				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
32c	A12 (S)	1.0	1.0	3.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Nil	Nil
33	A12 south of Woodbridge	1.0	3.0	2.0	1.0	2.0	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
34a	A12 (N)	1.0	5.0	2.0	1.0	2.0	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
34c	A12 (S)	0.0	3.0	3.0	1.0	1.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Negligible	Negligible	Negligible	Negligible
38b	A12 Woodbridge n/o B1079	1.0	1.0	3.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Nil	Nil
39a	A1094 (west of B1069)	-0.6	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Nil	Negligible
39b	B1069 (north of A1094)	0.2	12.6	0.5	1.4	47.6	Very Low	Low	Very Low	Very Low	Medium	Negligible	Minor Adverse	Negligible	Negligible	Minor Adverse
41	B1125 through Middleton	0.4	1.8	1.1	0.6	1.6	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
42	B1125 (south of B1387)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
44	A1120 (west of Dennington)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
53a	A144 (west of A12)	1.7	23.6	19.0	2.3	8.7	Very Low	Low	Low	Very Low	Very Low	Negligible	Minor Adverse	Minor Adverse	Negligible	Negligible
53b	A12 (north of A144)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
58	A12 (north of SLR)	0.0	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Nil	Nil	Nil
59	A12 (south of SLR)	0.0	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Nil	Nil	Nil
64	B1122 north of SZC access	4.4	8.1	6.1	4.2	4.5	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible

Link	Link Description	Delay (seconds)					Magnitude of Impact					Significance of Effect				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
66	B1122 west of B1125	0.0	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Nil	Nil	Nil
67	Main Site Access	2.2	2.6	2.4	2.1	2.5	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
68	Darsham P&R	0.0	1.4	2.6	-0.1	1.5	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Negligible	Minor Adverse	Negligible	Minor Adverse
69	Wickham Market P&R	0.0	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Nil	Nil	Nil
70	A12 on-slip (west of WM P&R)	0.0	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Nil	Nil	Nil
74	B1122 (Middleton Moor)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
75	Lovers Lane	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
78	A12 (north of B1121)	0.1	0.4	0.3	0.1	0.1	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
83	A145 west of A12	0.3	2.8	0.7	0.3	0.8	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
84	A12 south of B1126	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
85	A12 south of A1095	0.2	1.2	0.4	0.2	0.8	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
86	A12 south of B1387	0.0	0.1	0.1	0.0	-0.2	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	0.0	1.0	12.0	1.0	1.0	Very Low	Very Low	Low	Very Low	Very Low	Nil	Negligible	Moderate Adverse	Negligible	Negligible
88	A12 south of Foxhall Road	1.0	1.0	2.0	1.0	1.0	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
90	A1120 Sibton (east of Mill Hill)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil

Table 1.109: Driver Delay 2028 Peak Construction

Link	Link Description	Delay					Magnitude of Impact					Significance of Effect				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
1	Sizewell Gap	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
3	Lovers Lane (LEEIE)	0.0	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Nil	Nil	Nil
4a	B1122 (S)	5.1	5.5	6.4	5.8	5.8	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
4b	Lovers Lane	8.0	14.5	11.2	12.4	13.4	Very Low	Low	Low	Low	Low	Negligible	Negligible	Negligible	Negligible	Negligible
4c	B1122 (N)	3.1	4.0	3.2	3.0	3.4	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
5	B1122 Abbey Road (existing level crossing)	-3.4	-3.7	-1.1	1.8	0.4	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
6	B1119 Samundham Road	0.4	8.3	18.2	85.3	4.6	Very Low	Very Low	Low	High	Very Low	Negligible	Negligible	Minor Adverse	Moderate Adverse	Negligible
7	B1069 Coldfair Green	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
8	B1122 Aldeburgh	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
9a	A1094 (W)	0.0	0.0	0.0	0.1	0.3	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
9b	Snape Road	2.6	8.3	3.0	2.2	4.6	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
9c	A1094 (E)	0.2	0.3	0.1	0.0	0.1	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
10	B1122 through Theberton	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
10A	Theberton Bypass	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
11	B1125 through Westleton	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil

Link	Link Description	Delay					Magnitude of Impact					Significance of Effect				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
12a	B1121 (N)	-0.4	9.6	4.7	65.4	104.0	Very Low	Very Low	Very Low	High	High	Negligible	Negligible	Minor Adverse	Major Adverse	Major Adverse
12b	B1119 (E)	-0.4	-2.1	-3.4	56.9	93.1	Very Low	Very Low	Very Low	Medium	High	Negligible	Negligible	Minor Beneficial	Major Adverse	Major Adverse
13a	A12 (N)	7.8	7.6	8.8	8.0	7.4	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
13b	B1122	2.1	-0.6	0.4	-4.3	-2.4	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Minor Beneficial	Minor Beneficial
13d	A1120	0.9	0.5	0.6	2.2	0.3	Very Low	Very Low	Very Low	Very Low	Very Low	Minor Adverse	Minor Adverse	Minor Adverse	Minor Adverse	Minor Adverse
16	A12 Wrentham	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
17a	A12 (N)	0.0	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Nil	Nil	Nil
17c	A12 (S)	0.0	0.0	0.0	-0.3	-0.2	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Nil	Negligible	Negligible
19b	A12 (N)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
21b	A12 (north of B1119)	-0.1	0.2	0.1	0.0	-0.2	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
21c	A12 (middle)	0.1	0.2	0.2	0.3	-0.1	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
21e	A12 (south of B1119)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
22a	A12 (N)	2.1	2.5	3.1	3.2	3.3	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
22b	A1094	4.1	6.4	7.1	9.2	8.8	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible

Link	Link Description	Delay					Magnitude of Impact					Significance of Effect				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
22c	A12 (S) (Farnham)	4.2	5.5	0.0	5.4	4.3	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Nil	Negligible	Negligible
23	A12 Farnham Bend	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
23A	A12 Two Village Bypass	4.7	9.2	9.4	10.1	7.3	Very Low	Very Low	Very Low	Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
24	A12 Stratford St Andrew (Low Road)	3.6	5.0	5.2	5.2	5.3	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
25	A12 Little Glemham	0.0	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Nil	Nil	Nil
26	A12 Marlesford	0.0	0.0	0.0	-0.1	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Nil	Negligible	Negligible
27	A12 south of Wickham Market	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
28b	B1078 Wickham Market (east of B1438)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
28c	B1438 High Street, Wickham Market	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
29	B1078 onslip to A12	0.0	5.9	6.6	6.8	6.3	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Negligible	Negligible	Negligible	Negligible
32a	A12 (N)	0.0	0.3	1.0	2.1	1.0	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Minor Adverse	Negligible	Negligible
32c	A12 (S)	2.0	1.0	9.0	2.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Nil
33	A12 south of Woodbridge	2.0	2.0	7.0	2.0	2.0	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
34a	A12 (N)	2.0	4.0	7.0	3.0	1.0	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible

Link	Link Description	Delay					Magnitude of Impact					Significance of Effect				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
34b	Main Road (E)	0.0	0.0	1.0	1.0	1.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Negligible	Negligible	Negligible
34c	A12 (S)	1.0	2.0	8.0	2.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Nil
38b	A12 Woodbridge n/o B1079	2.0	1.0	9.0	2.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Nil
39a	A1094 (west of B1069)	-3.5	0.1	0.0	0.0	0.6	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
39b	B1069 (north of A1094)	0.3	5.4	-0.8	14.0	55.0	Very Low	Very Low	Very Low	Low	Medium	Negligible	Negligible	Negligible	Minor Adverse	Minor Adverse
41	B1125 through Middleton	-2.8	-4.4	-6.2	-3.9	-3.5	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
51	B1078 (through Gibraltar)	1.2	3.5	42.5	10.9	10.8	Very Low	Very Low	Medium	Low	Low	Negligible	Negligible	Moderate Adverse	Minor Adverse	Minor Adverse
52	B1078 (west of Coddenham)	0.0	0.4	-4.5	4.8	2.0	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Minor Beneficial	Negligible	Negligible
53a	A144 (west of A12)	7.6	15.6	-2.6	2.4	-2.9	Very Low	Low	Very Low	Very Low	Very Low	Negligible	Minor Adverse	Minor Beneficial	Negligible	Negligible
53b	A12 (north of A144)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
57	Sizewell Link Road (east of A12)	4.8	5.6	6.3	6.8	6.3	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
59	A12 (south of SLR)	4.6	7.7	7.4	8.7	6.9	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
63	Theberton Bypass (west of B1125)	0.0	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Nil	Nil	Nil

Link	Link Description	Delay					Magnitude of Impact					Significance of Effect				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
64	B1122 north of SZC access	4.8	8.0	6.2	4.6	4.4	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
65	Middleton Moor Link	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
66	B1122 west of B1125	0.0	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Nil	Nil	Nil
67	Main Site Access	10.0	11.8	11.4	11.6	14.4	Low	Low	Low	Low	Low	Negligible	Negligible	Negligible	Negligible	Negligible
68	Darsham P&R	33.1	3.5	-1.9	-6.0	5.2	Medium	Very Low	Very Low	Very Low	Very Low	Minor Adverse	Negligible	Minor Beneficial	Minor Beneficial	Negligible
69	Wickham Market P&R	0.0	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Nil	Nil	Nil
70	A12 on-slip (west of WM P&R)	10.3	12.9	10.9	11.9	12.3	Low	Low	Low	Low	Low	Negligible	Negligible	Negligible	Negligible	Negligible
73	B1078 south of B1116	0.7	0.8	0.5	0.5	0.3	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
74	B1122 (Middleton Moor)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
75	Lovers Lane	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
76	B1069 (north of Aldringham Lane)	6.7	6.8	-0.3	146.2	-4.4	Very Low	Very Low	Very Low	High	Very Low	Negligible	Negligible	Negligible	Moderate Adverse	Negligible
77	Aldeburgh Rd (north of Aldringham Lane)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
78	A12 (north of B1121)	0.1	0.2	0.2	0.2	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
82	B1438 Melton Hill	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
83	A145 west of A12	0.7	1.6	0.8	1.3	0.7	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible

Link	Link Description	Delay					Magnitude of Impact					Significance of Effect				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
84	A12 south of B1126	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
85	A12 south of A1095	0.6	0.9	0.5	0.8	0.4	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
86	A12 south of B1387	0.7	0.2	0.0	-0.2	-0.2	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	0.0	1.0	9.0	7.0	3.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Negligible	Minor Adverse	Negligible	Negligible
88	A12 south of Foxhall Road	2.0	2.0	5.0	2.0	3.0	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
90	A1120 Sibton (east of Mill Hill)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil

Table 1.110: Driver Delay 2034 Operational

Link	Link Description	Delay					Magnitude of Impact					Significance of Effect				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
3	Lovers Lane (LEEIE)	0.0	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Nil	Nil	Nil
4a	B1122 (S)	6.2	6.0	5.0	5.7	5.6	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
4c	B1122 (N)	2.9	3.8	5.6	3.0	3.3	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
5	B1122 Abbey Road (existing level crossing)	0.0	-2.4	-3.4	0.0	-6.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Negligible	Negligible	Nil	Negligible
6	B1119 Samundham Road	-3.4	-3.0	41.8	-4.2	-2.2	Very Low	Very Low	Medium	Very Low	Very Low	Negligible	Negligible	Minor Adverse	Minor Beneficial	Negligible
7	B1069 Coldfair Green	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
9b	Snape Road	0.0	20.2	17.2	-0.7	-0.2	Very Low	Low	Low	Very Low	Very Low	Nil	Negligible	Negligible	Negligible	Negligible
10	B1122 through Theberton	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
10A	Theberton Bypass	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
11	B1125 through Westleton	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
12b	B1119 (E)	-0.8	-2.8	-22.4	-53.6	-2.7	Very Low	Very Low	Low	Medium	Very Low	Negligible	Negligible	Minor Beneficial	Major Beneficial	Minor Beneficial
12c	B1121 (S)	0.0	0.7	52.1	-0.3	-3.3	Very Low	Very Low	Medium	Very Low	Very Low	Nil	Negligible	Minor Adverse	Negligible	Negligible
22c	A12 (S) (Farnham)	4.1	5.5	0.0	5.3	4.3	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Nil	Negligible	Negligible

Link	Link Description	Delay					Magnitude of Impact					Significance of Effect				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
23	A12 Farnham Bend	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
23A	A12 Two Village Bypass	4.7	9.2	8.7	9.4	6.2	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
24	A12 Stratford St Andrew (Low Road)	0.0	4.7	4.9	4.8	5.1	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Negligible	Negligible	Negligible	Negligible
28c	B1438 High Street, Wickham Market	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
29	B1078 onslip to A12	0.0	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Nil	Nil	Nil
41	B1125 through Middleton	-2.7	-3.9	-5.9	-4.0	-3.2	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
57	Sizewell Link Road (east of A12)	3.5	3.9	4.3	4.4	4.0	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
63	Theberton Bypass (west of B1125)	0.0	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Nil	Nil	Nil
64	B1122 north of SZC access	3.7	5.3	8.0	3.4	4.3	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
65	Middleton Moor Link	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
66	B1122 west of B1125	0.0	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Nil	Nil	Nil
67	Main Site Access	0.0	0.0	3.3	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Negligible	Nil	Nil
70	A12 on-slip (west of WM P&R)	0.0	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Nil	Nil	Nil	Nil
74	B1122 (Middleton Moor)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil

Link	Link Description	Delay					Magnitude of Impact					Significance of Effect				
		06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00	06:00-07:00	07:00-08:00	08:00-09:00	15:00-16:00	17:00-18:00
76	B1069 (north of Aldringham Lane)	-0.1	18.7	22.6	0.8	-11.0	Very Low	Low	Low	Very Low	Low	Negligible	Negligible	Minor Adverse	Minor Adverse	Minor Beneficial
77	Aldeburgh Rd (north of Aldringham Lane)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
82	B1438 Melton Hill	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
83	A145 west of A12	0.0	-0.2	-0.1	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Negligible	Negligible	Negligible	Negligible
84	A12 south of B1126	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
85	A12 south of A1095	0.0	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Nil	Negligible	Nil	Negligible	Negligible
86	A12 south of B1387	0.3	0.0	0.0	0.0	0.0	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Negligible	Negligible	Negligible	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
88	A12 south of Foxhall Road	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil
91	A1152 at Eyke	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Nil	Nil	Nil	Nil	Nil

APPENDIX 2C TRANSPORT ENVIRONMENTAL ASSESSMENT ADDENDUM

APPENDIX C: CUMULATIVE ASSESSMENT

Contents

1 Cumulative Assessment Tables 1
1.1 Severance 1
1.2 Pedestrian Delay 41
1.3 Amenity 107
1.4 Fear and Intimidation 188

Tables

Table 1.1: Severance 2023 Early Years 24 Hour AAWT + SPR 1
Table 1.2: Severance 2023 Early Year Representative Hour + SPR 5
Table 1.3: Severance 2028 Preferred Strategy (Typical Day) 24 Hour AAWT + SPR 9
Table 1.4: Severance 2028 Preferred Strategy (Typical Day) Representative Hour + SPR 13
Table 1.5: Severance 2028 Preferred Strategy (Busiest Day) 24 Hour AAWT + SPR 17
Table 1.6: Severance 2028 Preferred Strategy (Busiest Day) Representative Hour + SPR 21
Table 1.7: Severance 2028 Integrated Strategy (Typical Day) 24 Hour AAWT + SPR 25
Table 1.8: Severance 2028 Integrated Strategy (Typical Day) Representative Hour + SPR 29
Table 1.9: Severance 2028 Integrated Strategy (Busiest Day) 24 Hour AAWT + SPR 33
Table 1.10: Severance 2028 Integrated Strategy (Busiest Day) Representative Hour + SPR 37
Table 1.13: Pedestrian Delay 2023 Early Years 24 Hour AAWT + SPR 41
Table 1.14: Pedestrian Delay 2023 Early Years Representative Hour + SPR 48
Table 1.15: Pedestrian Delay 2028 Preferred Strategy (Typical Day) 24 Hour AAWT + SPR 53
Table 1.16: Pedestrian Delay 2028 Preferred Strategy (Typical Day) Representative Hour + SPR 61
Table 1.17: Pedestrian Delay 2028 Preferred Strategy (Busiest Day) 24 Hour AAWT + SPR 66
Table 1.18: Pedestrian Delay 2028 Preferred Strategy (Busiest Day) Representative Hour + SPR 75
Table 1.19: Pedestrian Delay 2028 Integrated Strategy (Typical Day) 24 Hour AAWT + SPR 80

Table 1.20: Pedestrian Delay 2028 Integrated Strategy (Typical Day) Representative Hour + SPR 88

Table 1.21: Pedestrian Delay 2028 Integrated Strategy (Busiest Day) 24 Hour AAWT + SPR 93

Table 1.22: Pedestrian Delay 2028 Integrated Strategy (Busiest Day) Representative Hour + SPR 102

Table 1.25: Amenity 2023 Early Years 24 Hour AAWT Total Traffic + SPR 107

Table 1.26: Amenity 2023 Early Years Early Year Representative Hour + SPR..... 112

Table 1.27: Amenity 2023 Early Years Early Year 24 Hour AAWT HDVs + SPR 116

Table 1.28: Amenity 2023 Early Years Early Year Representative Hour HDVs + SPR 120

Table 1.29: Amenity 2028 Preferred Strategy (Typical Day) 24 Hour AAWT + SPR 124

Table 1.30: Amenity 2028 Preferred Strategy (Typical Day) Representative Hour + SPR 128

Table 1.31: Amenity 2028 Preferred Strategy (Typical Day) 24 Hour AAWT HDVs + SPR 132

Table 1.32: Amenity 2028 Preferred Strategy (Typical Day) Representative Hour HDVs + SPR 136

Table 1.33: Amenity 2028 Preferred Strategy (Busiest Day) 24 Hour AAWT + SPR..... 140

Table 1.34: Amenity 2028 Preferred Strategy (Busiest Day) Representative Hour + SPR 144

Table 1.35: Amenity 2028 Preferred Strategy (Busiest Day) 24 Hour AAWT HDVs + SPR 148

Table 1.36: Amenity 2028 Preferred Strategy (Busiest Day) Representative Hour HDVs + SPR 152

Table 1.37: Amenity 2028 Integrated Strategy (Typical Day) 24 Hour AAWT + SPR 156

Table 1.38: Amenity 2028 Integrated Strategy (Typical Day) Representative Hour + SPR 160

Table 1.39: Amenity 2028 Integrated Strategy (Typical Day) 24 Hour AAWT HDVs + SPR 164

Table 1.40: Amenity 2028 Integrated Strategy (Typical Day) Representative Hour HDVs + SPR 168

Table 1.41: Amenity 2028 Integrated Strategy (Busiest Day) 24 Hour AAWT + SPR..... 172

Table 1.42: Amenity 2028 Integrated Strategy (Busiest Day) Representative Hour + SPR 176

Table 1.43: Amenity 2028 Integrated Strategy (Busiest Day) 24 Hour AAWT HDVs + SPR 180

Table 1.44: Amenity 2028 Integrated Strategy (Busiest Day) Representative Hour HDVs + SPR 184

Table 1.49: Fear and Intimidation 2023 Early Years 18 Hour AAWT Total Traffic + SPR. 188

Table 1.50: Fear and Intimidation 2023 Early Years Early Year Representative Hour + SPR 193

Table 1.51: Fear and Intimidation 2023 Early Years Early Year 18 Hour AAWT HDVs + SPR 197

Table 1.52: Fear and Intimidation 2028 Preferred Strategy (Typical Day) 18 Hour AAWT + SPR 201

Table 1.53: Fear and Intimidation 2028 Preferred Strategy (Typical Day) Representative Hour + SPR 205

Table 1.54: Fear and Intimidation 2028 Preferred Strategy (Typical Day) 18 Hour AAWT HDVs + SPR 209

Table 1.55: Fear and Intimidation 2028 Preferred Strategy (Busiest Day) 18 Hour AAWT 213

Table 1.56: Fear and Intimidation 2028 Preferred Strategy (Busiest Day) Representative Hour + SPR 217

Table 1.57: Fear and Intimidation 2028 Preferred Strategy (Busiest Day) 18 Hour AAWT HDVs + SPR 221

Table 1.58: Fear and Intimidation 2028 Integrated Strategy (Typical Day) 18 Hour AAWT + SPR 225

Table 1.59: Fear and Intimidation 2028 Integrated Strategy (Typical Day) Representative Hour + SPR 229

Table 1.60: Fear and Intimidation 2028 Integrated Strategy (Typical Day) 18 Hour AAWT HDVs + SPR 233

Table 1.61: Fear and Intimidation 2028 Integrated Strategy (Busiest Day) 18 Hour AAWT + SPR 237

Table 1.62: Fear and Intimidation 2028 Integrated Strategy (Busiest Day) Representative Hour + SPR 241

Table 1.63: Fear and Intimidation 2028 Integrated Strategy (Busiest Day) 18 Hour AAWT HDVs + SPR 245

Plates

None provided.

Figures

None provided.

1 Cumulative Assessment Tables

1.1 Severance

Table 1.1: Severance 2023 Early Years 24 Hour AAWT + SPR

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Significance
1	Sizewell Gap	6574	7288	11%	Very Low	Medium	Minor Adverse
2	King George's Avenue	4431	5129	16%	Very Low	High	Minor Adverse
3	Lovers Lane (LEEIE)	2842	4343	53%	Low	Medium	Minor Adverse
4a	B1122 (S)	3039	3500	15%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2847	4123	45%	Low	Medium	Minor Adverse
4c	B1122 (N)	5437	7070	30%	Low	High	Moderate Adverse
5	B1122 Abbey Road (existing level crossing)	4215	4678	11%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	4757	5219	10%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6270	6718	7%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3279	3378	3%	Very Low	High	Minor Adverse
9b	Snape Road	4474	4608	3%	Very Low	High	Minor Adverse
10	B1122 through Theberton	5424	7057	30%	Low	Medium	Minor Adverse
11	B1125 through Westleton	2601	3139	21%	Very Low	High	Minor Adverse
12a	B1121 (N)	4998	5334	7%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Significance
12b	B1119 (E)	4946	5412	9%	Very Low	High	Minor Adverse
12c	B1121 (S)	3838	4405	15%	Very Low	Medium	Minor Adverse
13b	B1122	3836	4947	29%	Very Low	Low	Negligible
13c	A12 (middle)	15257	16622	9%	Very Low	High	Minor Adverse
13d	A1120	3891	4361	12%	Very Low	High	Minor Adverse
13e	A12 (S)	12582	13681	9%	Very Low	Medium	Minor Adverse
16	A12 Wrentham	10037	10684	6%	Very Low	High	Minor Adverse
17b	B1125	1913	2399	25%	Very Low	Medium	Minor Adverse
19b	A12 (N)	11311	12205	8%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	12862	14072	9%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15132	16360	8%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	14504	15410	6%	Very Low	Medium	Minor Adverse
22a	A12 (N)	16815	18216	8%	Very Low	Very low	Negligible
22b	A1094	8116	8804	8%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	21368	23099	8%	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	21358	23082	8%	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	21338	23056	8%	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	21338	23056	8%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	21987	23694	8%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	23485	24787	6%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Significance
28b	B1078 Wickham Market (east of B1438)	4392	4737	8%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	1938	2077	7%	Very Low	Very low	Negligible
32a	A12 (N)	24586	25771	5%	Very Low	Very low	Negligible
32c	A12 (S)	41325	42298	2%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	48192	48564	1%	Very Low	Very low	Negligible
34c	A12 (S)	38785	39112	1%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	41325	42298	2%	Very Low	Medium	Minor Adverse
41	B1125 through Middleton	2059	2588	26%	Very Low	Medium	Minor Adverse
42	B1125 (south of B1387)	2147	2645	23%	Very Low	Medium	Minor Adverse
44	A1120 (west of Dennington)	4629	4839	5%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	4880	5020	3%	Very Low	High	Minor Adverse
58	A12 (north of SLR)	12294	13378	9%	Very Low	Very low	Negligible
59	A12 (south of SLR)	12294	13585	11%	Very Low	Very low	Negligible
64	B1122 north of SZC access	5424	7057	30%	Low	Medium	Minor Adverse
66	B1122 west of B1125	3227	4320	34%	Low	Medium	Minor Adverse
67	Main Site Access	0	792	792139%	High	Very low	Minor Adverse
68	Darsham P&R	0	282	281900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	225	224900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	1939	2262	17%	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	3836	4923	28%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Significance
75	Lovers Lane	2847	4343	53%	Low	Medium	Minor Adverse
78	A12 (north of B1121)	14579	15514	6%	Very Low	Medium	Minor Adverse
83	A145 west of A12	2473	2651	7%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	8982	9636	7%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	11486	12197	6%	Very Low	Very low	Negligible
86	A12 south of B1387	9856	10246	4%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	45374	45779	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	37558	38207	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3642	4114	13%	Very Low	High	Minor Adverse

Table 1.2: Severance 2023 Early Year Representative Hour + SPR

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Significance
1	Sizewell Gap	694	784	13%	Very Low	Medium	Minor Adverse
2	King George's Avenue	418	582	39%	Low	High	Moderate Adverse
3	Lovers Lane (LEEIE)	348	585	68%	Medium	Medium	Moderate Adverse
4a	B1122 (S)	221	311	41%	Low	Medium	Minor Adverse
4b	Lovers Lane	351	555	58%	Low	Medium	Minor Adverse
4c	B1122 (N)	503	771	53%	Low	High	Moderate Adverse
5	B1122 Abbey Road (existing level crossing)	247	336	36%	Low	High	Moderate Adverse
6	B1119 Samundham Road	263	352	34%	Low	High	Moderate Adverse
7	B1069 Coldfair Green	540	661	22%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	227	254	12%	Very Low	High	Minor Adverse
9a	A1094 (W)	639	770	21%	Very Low	Medium	Minor Adverse
9b	Snape Road	312	349	12%	Very Low	High	Minor Adverse
9c	A1094 (E)	695	832	20%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	503	795	58%	Low	Medium	Minor Adverse
11	B1125 through Westleton	235	378	61%	Medium	High	Major Adverse
12a	B1121 (N)	299	337	13%	Very Low	High	Minor Adverse
12b	B1119 (E)	279	370	33%	Low	High	Moderate Adverse
12c	B1121 (S)	223	293	31%	Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Significance
13b	B1122	334	488	46%	Low	Low	Minor Adverse
13c	A12 (middle)	1014	1262	24%	Very Low	High	Minor Adverse
13d	A1120	287	395	38%	Low	High	Moderate Adverse
13e	A12 (S)	795	994	25%	Very Low	Medium	Minor Adverse
16	A12 Wrentham	744	911	22%	Very Low	High	Minor Adverse
17a	A12 (N)	831	1058	27%	Very Low	Medium	Minor Adverse
17b	B1125	191	321	68%	Medium	Medium	Moderate Adverse
17c	A12 (S)	641	737	15%	Very Low	Medium	Minor Adverse
19b	A12 (N)	1071	1067	0%	Very Low	Medium	Minor Beneficial
19d	A12 (S)	873	940	8%	Very Low	Low	Negligible
21b	A12 (north of B1119)	823	1031	25%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	944	1153	22%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	928	1122	21%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1073	1325	23%	Very Low	Very low	Negligible
22b	A1094	642	825	29%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1442	1777	23%	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	1439	1775	23%	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	1435	1770	23%	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	1435	1771	23%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1472	1805	23%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Significance
27	A12 south of Wickham Market	1663	1920	15%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	254	296	17%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	92	125	36%	Low	Very low	Negligible
32a	A12 (N)	1746	1987	14%	Very Low	Very low	Negligible
32c	A12 (S)	2940	3200	9%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	3469	3643	5%	Very Low	Very low	Negligible
34a	A12 (N)	3561	3731	5%	Very Low	Very low	Negligible
34c	A12 (S)	2463	2580	5%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	2940	3200	9%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	786	929	18%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	544	685	26%	Very Low	Very low	Negligible
41	B1125 through Middleton	200	341	71%	Medium	Medium	Moderate Adverse
42	B1125 (south of B1387)	209	343	64%	Medium	Medium	Moderate Adverse
44	A1120 (west of Dennington)	348	392	13%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	392	437	11%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	674	774	15%	Very Low	Medium	Minor Adverse
58	A12 (north of SLR)	784	979	25%	Very Low	Very low	Negligible
59	A12 (south of SLR)	784	1008	29%	Very Low	Very low	Negligible
64	B1122 north of SZC access	503	795	58%	Low	Medium	Minor Adverse
66	B1122 west of B1125	294	443	51%	Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Significance
67	Main Site Access	0	162	161900%	High	Very low	Minor Adverse
68	Darsham P&R	0	88	87900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	67	66900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	92	191	108%	High	Very low	Minor Adverse
74	B1122 (Middleton Moor)	334	483	45%	Low	Medium	Minor Adverse
75	Lovers Lane	351	585	67%	Medium	Medium	Moderate Adverse
78	A12 (north of B1121)	952	1157	22%	Very Low	Medium	Minor Adverse
83	A145 west of A12	204	239	17%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	679	850	25%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	850	1038	22%	Very Low	Very low	Negligible
86	A12 south of B1387	672	772	15%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2982	3121	5%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2508	2638	5%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	273	380	39%	Low	High	Moderate Adverse

Table 1.3: Severance 2028 Preferred Strategy (Typical Day) 24 Hour AAWT + SPR

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Significance
1	Sizewell Gap	6765	7173	6%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	2958	3764	27%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	6597	106%	High	Medium	Major Adverse
4b	Lovers Lane	2968	3635	22%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	9565	71%	Medium	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	4414	7844	78%	Medium	High	Major Adverse
6	B1119 Samundham Road	5131	5902	15%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	7548	16%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3387	4179	23%	Very Low	High	Minor Adverse
9a	A1094 (W)	8402	8856	5%	Very Low	Medium	Minor Adverse
9b	Snape Road	4669	5276	13%	Very Low	High	Minor Adverse
9c	A1094 (E)	9085	10138	12%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5563	492	-91%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	8002	8001905%	High	Medium	Major Adverse
11	B1125 through Westleton	2693	3091	15%	Very Low	High	Minor Adverse
12a	B1121 (N)	5132	5343	4%	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	5901	11%	Very Low	High	Minor Adverse
13a	A12 (N)	15820	16744	6%	Very Low	Low	Negligible
13b	B1122	3964	4332	9%	Very Low	Low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Significance
13d	A1120	4111	4713	15%	Very Low	High	Minor Adverse
16	A12 Wrentham	10620	11851	12%	Very Low	High	Minor Adverse
19b	A12 (N)	15091	15164	0%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13471	14213	6%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15918	16581	4%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15531	16034	3%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	18865	6%	Very Low	Very low	Negligible
22b	A1094	8451	8867	5%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	22419	298	-99%	High	Medium	Major Beneficial
23	A12 Farnham Bend	22412	279	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	23593	23593045%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	22389	265	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	22389	23863	7%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	24528	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24724	26763	8%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	5602	22%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3353	3442	3%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2070	2253	9%	Very Low	Very low	Negligible
32a	A12 (N)	25811	27598	7%	Very Low	Very low	Negligible
32c	A12 (S)	42586	43921	3%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Significance
34b	Main Road (E)	7316	7655	5%	Very Low	High	Minor Adverse
38b	A12 Woodbridge n/o B1079	42586	43921	3%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	10631	11707	10%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	6476	7696	19%	Very Low	Very low	Negligible
41	B1125 through Middleton	2112	2875	36%	Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8830	9825	11%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7502	8156	9%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	5721	14%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	2001	2000932%	High	Medium	Major Adverse
59	A12 (south of SLR)	12800	14133	10%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	5983	5983162%	High	Medium	Major Adverse
64	B1122 north of SZC access	5563	8223	48%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	4118	4118004%	High	Medium	Major Adverse
66	B1122 west of B1125	3313	117	-96%	High	Medium	Major Beneficial
67	Main Site Access	0	5332	5332205%	High	Very low	Minor Adverse
68	Darsham P&R	0	2563	2562448%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	2261	2260565%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	2071	4536	119%	High	Very low	Minor Adverse
73	B1078 south of B1116	8083	9592	19%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3964	346	-91%	High	Medium	Major Beneficial

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Significance
75	Lovers Lane	2968	3775	27%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5450	6535	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4259	5707	34%	Low	Medium	Minor Adverse
78	A12 (north of B1121)	15963	16444	3%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	751	953	27%	Very Low	High	Minor Adverse
83	A145 west of A12	2528	2994	18%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	10775	13%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	13506	12%	Very Low	Very low	Negligible
86	A12 south of B1387	10297	11836	15%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48145	48553	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	39306	39867	1%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3860	4429	15%	Very Low	High	Minor Adverse

Table 1.4: Severance 2028 Preferred Strategy (Typical Day) Representative Hour + SPR

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Significance
1	Sizewell Gap	715	731	2%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	353	414	17%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	High	Medium	Major Adverse
4b	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	875	70%	Medium	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	124%	High	High	Major Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	651	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	315	35%	Low	High	Moderate Adverse
9a	A1094 (W)	664	690	4%	Very Low	Medium	Minor Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
9c	A1094 (E)	720	815	13%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	513	40	-92%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	660	659746%	High	Medium	Major Adverse
11	B1125 through Westleton	242	253	5%	Very Low	High	Minor Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	333	13%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1172	8%	Very Low	Low	Negligible
13b	B1122	342	372	9%	Very Low	Low	Negligible

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Significance
13d	A1120	296	334	13%	Very Low	High	Minor Adverse
16	A12 Wrentham	776	903	16%	Very Low	High	Minor Adverse
19b	A12 (N)	1167	1164	0%	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	856	914	7%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	1033	5%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	1031	5%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1196	6%	Very Low	Very low	Negligible
22b	A1094	670	689	3%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1517	26	-98%	High	Medium	Major Beneficial
23	A12 Farnham Bend	1514	21	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	1577	1576977%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	1511	1597	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1636	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1906	10%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	355	26%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	112	10%	Very Low	Very low	Negligible
32a	A12 (N)	1804	1977	10%	Very Low	Very low	Negligible
32c	A12 (S)	3048	3209	5%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Significance
34b	Main Road (E)	419	404	-4%	Very Low	High	Minor Beneficial
38b	A12 Woodbridge n/o B1079	3048	3209	5%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	828	915	11%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	573	677	18%	Very Low	Very low	Negligible
41	B1125 through Middleton	204	238	17%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	652	12%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	578	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	466	14%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	129	128438%	High	Medium	Major Adverse
59	A12 (south of SLR)	813	911	12%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	476	475746%	High	Medium	Major Adverse
64	B1122 north of SZC access	513	682	33%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	355	354977%	High	Medium	Major Adverse
66	B1122 west of B1125	300	9	-97%	High	Medium	Major Beneficial
67	Main Site Access	0	463	462746%	High	Very low	Minor Adverse
68	Darsham P&R	0	291	290900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	224	223900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	102	321	215%	High	Very low	Minor Adverse
73	B1078 south of B1116	589	709	20%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	High	Medium	Major Beneficial

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Significance
75	Lovers Lane	357	419	17%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	572	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	1091	5%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	67	26%	Very Low	High	Minor Adverse
83	A145 west of A12	207	237	14%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	840	18%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1028	16%	Very Low	Very low	Negligible
86	A12 south of B1387	697	860	23%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3245	3%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2699	4%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.5: Severance 2028 Preferred Strategy (Busiest Day) 24 Hour AAWT + SPR

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Significance
1	Sizewell Gap	6765	7173	6%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	2958	3752	27%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	6599	106%	High	Medium	Major Adverse
4b	Lovers Lane	2968	3622	22%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	9555	71%	Medium	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	4414	7844	78%	Medium	High	Major Adverse
6	B1119 Samundham Road	5131	5921	15%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	7543	16%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3387	4177	23%	Very Low	High	Minor Adverse
9a	A1094 (W)	8402	8841	5%	Very Low	Medium	Minor Adverse
9b	Snape Road	4669	5285	13%	Very Low	High	Minor Adverse
9c	A1094 (E)	9085	10122	11%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5563	576	-90%	Medium	Medium	Moderate Beneficial
10A	Theberton Bypass	0	8107	8107378%	High	Medium	Major Adverse
11	B1125 through Westleton	2693	3091	15%	Very Low	High	Minor Adverse
12a	B1121 (N)	5132	5390	5%	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	5919	11%	Very Low	High	Minor Adverse
13a	A12 (N)	15820	16736	6%	Very Low	Low	Negligible
13b	B1122	3964	4364	10%	Very Low	Low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Significance
13d	A1120	4111	4772	16%	Very Low	High	Minor Adverse
16	A12 Wrentham	10620	11849	12%	Very Low	High	Minor Adverse
17a	A12 (N)	11772	13604	16%	Very Low	Medium	Minor Adverse
17c	A12 (S)	9661	11234	16%	Very Low	Medium	Minor Adverse
19b	A12 (N)	15091	15166	1%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13471	14277	6%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15918	16670	5%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15531	16075	4%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	18875	6%	Very Low	Very low	Negligible
22b	A1094	8451	8849	5%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	22419	298	-99%	High	Medium	Major Beneficial
23	A12 Farnham Bend	22412	279	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	23584	23583677%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	22389	265	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	22389	23860	7%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	24527	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24724	26690	8%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	5603	22%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3353	3465	3%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2070	2255	9%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Significance
32a	A12 (N)	25811	27483	6%	Very Low	Very low	Negligible
32c	A12 (S)	42586	43736	3%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	49112	48987	0%	Very Low	Very low	Negligible
34b	Main Road (E)	7316	7680	5%	Very Low	High	Minor Adverse
34c	A12 (S)	40853	41097	1%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	42586	43736	3%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	10631	11697	10%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	6476	7689	19%	Very Low	Very low	Negligible
41	B1125 through Middleton	2112	2871	36%	Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8830	9844	11%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7502	8184	9%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	5717	14%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	10259	11905	16%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	2151	2150827%	High	Medium	Major Adverse
59	A12 (south of SLR)	12800	14167	11%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	6164	6163882%	High	Medium	Major Adverse
64	B1122 north of SZC access	5563	8411	51%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	4146	4145709%	High	Medium	Major Adverse
66	B1122 west of B1125	3313	117	-96%	High	Medium	Major Beneficial
67	Main Site Access	0	5530	5530248%	High	Very low	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Significance
68	Darsham P&R	0	2563	2562448%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	2246	2245839%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	2071	4522	118%	High	Very low	Minor Adverse
73	B1078 south of B1116	8083	9557	18%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3964	344	-91%	High	Medium	Major Beneficial
75	Lovers Lane	2968	3762	27%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5450	6531	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4259	5707	34%	Low	Medium	Minor Adverse
78	A12 (north of B1121)	15963	16470	3%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	751	988	31%	Low	High	Moderate Adverse
83	A145 west of A12	2528	2993	18%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	10773	13%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	13503	11%	Very Low	Very low	Negligible
86	A12 south of B1387	10297	11840	15%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48145	48409	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	39306	39841	1%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3860	4502	17%	Very Low	High	Minor Adverse

Table 1.6: Severance 2028 Preferred Strategy (Busiest Day) Representative Hour + SPR

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Significance
1	Sizewell Gap	715	731	2%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	353	414	17%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	High	Medium	Major Adverse
4b	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	875	70%	Medium	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	256	572	123%	High	High	Major Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	651	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	314	34%	Low	High	Moderate Adverse
9a	A1094 (W)	664	687	3%	Very Low	Medium	Minor Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
9c	A1094 (E)	720	811	13%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	513	61	-88%	Medium	Medium	Moderate Beneficial
10A	Theberton Bypass	0	651	650600%	High	Medium	Major Adverse
11	B1125 through Westleton	242	253	5%	Very Low	High	Minor Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	332	12%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1166	8%	Very Low	Low	Negligible
13b	B1122	342	374	9%	Very Low	Low	Negligible

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Significance
13d	A1120	296	334	13%	Very Low	High	Minor Adverse
16	A12 Wrentham	776	898	16%	Very Low	High	Minor Adverse
17a	A12 (N)	858	1018	19%	Very Low	Medium	Minor Adverse
17c	A12 (S)	664	822	24%	Very Low	Medium	Minor Adverse
19b	A12 (N)	1167	1166	0%	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	856	914	7%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	1034	5%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	1032	5%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1196	6%	Very Low	Very low	Negligible
22b	A1094	670	687	3%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1517	26	-98%	High	Medium	Major Beneficial
23	A12 Farnham Bend	1514	21	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	1575	1574500%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	1511	1594	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1634	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1888	9%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	358	27%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	114	12%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Significance
32a	A12 (N)	1804	1957	8%	Very Low	Very low	Negligible
32c	A12 (S)	3048	3183	4%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	3547	3610	2%	Very Low	Very low	Negligible
34b	Main Road (E)	419	404	-4%	Very Low	High	Minor Beneficial
34c	A12 (S)	2598	2692	4%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	3048	3183	4%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	828	913	10%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	573	676	18%	Very Low	Very low	Negligible
41	B1125 through Middleton	204	238	17%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	655	12%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	579	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	466	14%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	689	853	24%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	138	137700%	High	Medium	Major Adverse
59	A12 (south of SLR)	813	912	12%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	488	488300%	High	Medium	Major Adverse
64	B1122 north of SZC access	513	692	35%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	358	357500%	High	Medium	Major Adverse
66	B1122 west of B1125	300	9	-97%	High	Medium	Major Beneficial
67	Main Site Access	0	473	472900%	High	Very low	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Significance
68	Darsham P&R	0	291	290900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	217	216900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	102	316	210%	High	Very low	Minor Adverse
73	B1078 south of B1116	589	696	18%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	High	Medium	Major Beneficial
75	Lovers Lane	357	419	17%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	571	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	1091	5%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	68	28%	Very Low	High	Minor Adverse
83	A145 west of A12	207	234	13%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	834	18%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1023	15%	Very Low	Very low	Negligible
86	A12 south of B1387	697	852	22%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3246	3%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2704	4%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.7: Severance 2028 Integrated Strategy (Typical Day) 24 Hour AAWT + SPR

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Significance
1	Sizewell Gap	6765	7173	6%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	2958	3764	27%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	6597	106%	High	Medium	Major Adverse
4b	Lovers Lane	2968	3635	22%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	9565	71%	Medium	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	4414	7844	78%	Medium	High	Major Adverse
6	B1119 Samundham Road	5131	5902	15%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	7548	16%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3387	4179	23%	Very Low	High	Minor Adverse
9a	A1094 (W)	8402	8856	5%	Very Low	Medium	Minor Adverse
9b	Snape Road	4669	5276	13%	Very Low	High	Minor Adverse
9c	A1094 (E)	9085	10138	12%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5563	492	-91%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	8152	8151905%	High	Medium	Major Adverse
12a	B1121 (N)	5132	5343	4%	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	5901	11%	Very Low	High	Minor Adverse
13a	A12 (N)	15820	16767	6%	Very Low	Low	Negligible
13b	B1122	3964	4355	10%	Very Low	Low	Negligible
13d	A1120	4111	4713	15%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Significance
16	A12 Wrentham	10620	11866	12%	Very Low	High	Minor Adverse
19b	A12 (N)	15091	15179	1%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13471	14340	6%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15918	16709	5%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15531	16162	4%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	18993	7%	Very Low	Very low	Negligible
22b	A1094	8451	8867	5%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	22419	298	-99%	High	Medium	Major Beneficial
23	A12 Farnham Bend	22412	279	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	23721	23720429%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	22389	265	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	22389	23990	7%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	24655	7%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24724	26890	9%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	5602	22%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3353	3442	3%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2070	2253	9%	Very Low	Very low	Negligible
32a	A12 (N)	25811	27725	7%	Very Low	Very low	Negligible
32c	A12 (S)	42586	44048	3%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	49112	49444	1%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Significance
34b	Main Road (E)	7316	7655	5%	Very Low	High	Minor Adverse
34c	A12 (S)	40853	41360	1%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	42586	44048	3%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	10631	11707	10%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	6476	7696	19%	Very Low	Very low	Negligible
51	B1078 (through Gibraltar)	8830	9825	11%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7502	8156	9%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	5721	14%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	2128	2128317%	High	Medium	Major Adverse
59	A12 (south of SLR)	12800	14260	11%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	6133	6133162%	High	Medium	Major Adverse
64	B1122 north of SZC access	5563	8373	51%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	4141	4140619%	High	Medium	Major Adverse
66	B1122 west of B1125	3313	117	-96%	High	Medium	Major Beneficial
67	Main Site Access	0	5482	5482205%	High	Very low	Minor Adverse
68	Darsham P&R	0	2563	2562448%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	2277	2276789%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	2071	4536	119%	High	Very low	Minor Adverse
74	B1122 (Middleton Moor)	3964	346	-91%	High	Medium	Major Beneficial
75	Lovers Lane	2968	3775	27%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Significance
76	B1069 (north of Aldringham Lane)	5450	6535	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4259	5707	34%	Low	Medium	Minor Adverse
78	A12 (north of B1121)	15963	16571	4%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	751	953	27%	Very Low	High	Minor Adverse
83	A145 west of A12	2528	3002	19%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	10790	13%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	13522	12%	Very Low	Very low	Negligible
86	A12 south of B1387	10297	11858	15%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48145	48681	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	39306	39994	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3860	4429	15%	Very Low	High	Minor Adverse

Table 1.8: Severance 2028 Integrated Strategy (Typical Day) Representative Hour + SPR

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Significance
1	Sizewell Gap	715	731	2%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	353	414	17%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	High	Medium	Major Adverse
4b	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	875	70%	Medium	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	124%	High	High	Major Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	651	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	315	35%	Low	High	Moderate Adverse
9a	A1094 (W)	664	690	4%	Very Low	Medium	Minor Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
9c	A1094 (E)	720	815	13%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	513	40	-92%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	667	666900%	High	Medium	Major Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	333	13%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1173	8%	Very Low	Low	Negligible
13b	B1122	342	373	9%	Very Low	Low	Negligible
13d	A1120	296	334	13%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Significance
16	A12 Wrentham	776	904	16%	Very Low	High	Minor Adverse
19b	A12 (N)	1167	1165	0%	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	856	921	8%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	1040	6%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	1038	6%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1203	6%	Very Low	Very low	Negligible
22b	A1094	670	689	3%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1517	26	-98%	High	Medium	Major Beneficial
23	A12 Farnham Bend	1514	21	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	1584	1583900%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	1511	1604	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1643	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1914	11%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	355	26%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	112	10%	Very Low	Very low	Negligible
32a	A12 (N)	1804	1985	10%	Very Low	Very low	Negligible
32c	A12 (S)	3048	3217	6%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	3547	3655	3%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Significance
34b	Main Road (E)	419	404	-4%	Very Low	High	Minor Beneficial
34c	A12 (S)	2598	2697	4%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	3048	3217	6%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	828	915	11%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	573	677	18%	Very Low	Very low	Negligible
51	B1078 (through Gibraltar)	584	652	12%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	578	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	466	14%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	135	134900%	High	Medium	Major Adverse
59	A12 (south of SLR)	813	918	13%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	483	482900%	High	Medium	Major Adverse
64	B1122 north of SZC access	513	689	34%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	356	355900%	High	Medium	Major Adverse
66	B1122 west of B1125	300	9	-97%	High	Medium	Major Beneficial
67	Main Site Access	0	470	469900%	High	Very low	Minor Adverse
68	Darsham P&R	0	291	290900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	224	223900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	102	321	215%	High	Very low	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	High	Medium	Major Beneficial
75	Lovers Lane	357	419	17%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Significance
76	B1069 (north of Aldringham Lane)	475	572	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	1098	5%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	67	26%	Very Low	High	Minor Adverse
83	A145 west of A12	207	237	14%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	841	19%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1029	16%	Very Low	Very low	Negligible
86	A12 south of B1387	697	861	24%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3253	3%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2708	4%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.9: Severance 2028 Integrated Strategy (Busiest Day) 24 Hour AAWT + SPR

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Significance
1	Sizewell Gap	6765	7173	6%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	2958	3752	27%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	6599	106%	High	Medium	Major Adverse
4b	Lovers Lane	2968	3622	22%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	9555	71%	Medium	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	4414	7844	78%	Medium	High	Major Adverse
6	B1119 Samundham Road	5131	5921	15%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	7543	16%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3387	4177	23%	Very Low	High	Minor Adverse
9a	A1094 (W)	8402	8841	5%	Very Low	Medium	Minor Adverse
9b	Snape Road	4669	5285	13%	Very Low	High	Minor Adverse
9c	A1094 (E)	9085	10122	11%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5563	576	-90%	Medium	Medium	Moderate Beneficial
10A	Theberton Bypass	0	8407	8407378%	High	Medium	Major Adverse
11	B1125 through Westleton	2693	3091	15%	Very Low	High	Minor Adverse
12a	B1121 (N)	5132	5390	5%	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	5919	11%	Very Low	High	Minor Adverse
13a	A12 (N)	15820	16781	6%	Very Low	Low	Negligible
13b	B1122	3964	4409	11%	Very Low	Low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Significance
13d	A1120	4111	4772	16%	Very Low	High	Minor Adverse
16	A12 Wrentham	10620	11879	12%	Very Low	High	Minor Adverse
17a	A12 (N)	11772	13649	16%	Very Low	Medium	Minor Adverse
17c	A12 (S)	9661	11279	17%	Very Low	Medium	Minor Adverse
19b	A12 (N)	15091	15196	1%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13471	14532	8%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15918	16925	6%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15531	16330	5%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	19130	8%	Very Low	Very low	Negligible
22b	A1094	8451	8849	5%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	22419	298	-99%	High	Medium	Major Beneficial
23	A12 Farnham Bend	22412	279	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	23839	23838677%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	22389	265	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	22389	24115	8%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	24782	8%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24724	26945	9%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	5603	22%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3353	3465	3%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2070	2255	9%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Significance
32a	A12 (N)	25811	27738	7%	Very Low	Very low	Negligible
32c	A12 (S)	42586	43991	3%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	49112	49242	0%	Very Low	Very low	Negligible
34a	A12 (N)	52770	53491	1%	Very Low	Very low	Negligible
34b	Main Road (E)	7316	7680	5%	Very Low	High	Minor Adverse
34c	A12 (S)	40853	41352	1%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	42586	43991	3%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	10631	11697	10%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	6476	7689	19%	Very Low	Very low	Negligible
41	B1125 through Middleton	2112	2871	36%	Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8830	9844	11%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7502	8184	9%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	5717	14%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	10259	11950	16%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	2406	2405827%	High	Medium	Major Adverse
59	A12 (south of SLR)	12800	14422	13%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	6464	6463882%	High	Medium	Major Adverse
64	B1122 north of SZC access	5563	8711	57%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	4191	4190709%	High	Medium	Major Adverse
66	B1122 west of B1125	3313	117	-96%	High	Medium	Major Beneficial

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Significance
67	Main Site Access	0	5830	5830248%	High	Very low	Minor Adverse
68	Darsham P&R	0	2563	2562448%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	2262	2262063%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	2071	4522	118%	High	Very low	Minor Adverse
73	B1078 south of B1116	8083	9557	18%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3964	344	-91%	High	Medium	Major Beneficial
75	Lovers Lane	2968	3762	27%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5450	6531	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4259	5707	34%	Low	Medium	Minor Adverse
78	A12 (north of B1121)	15963	16725	5%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	751	988	31%	Low	High	Moderate Adverse
83	A145 west of A12	2528	3008	19%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	10803	14%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	13533	12%	Very Low	Very low	Negligible
86	A12 south of B1387	10297	11885	15%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48145	48664	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	39306	40096	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3860	4502	17%	Very Low	High	Minor Adverse

Table 1.10: Severance 2028 Integrated Strategy (Busiest Day) Representative Hour + SPR

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Significance
1	Sizewell Gap	715	731	2%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	353	414	17%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	High	Medium	Major Adverse
4b	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	875	70%	Medium	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	256	572	123%	High	High	Major Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	651	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	314	34%	Low	High	Moderate Adverse
9a	A1094 (W)	664	687	3%	Very Low	Medium	Minor Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
9c	A1094 (E)	720	811	13%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	513	61	-88%	Medium	Medium	Moderate Beneficial
10A	Theberton Bypass	0	666	665900%	High	Medium	Major Adverse
11	B1125 through Westleton	242	253	5%	Very Low	High	Minor Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	332	12%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1168	8%	Very Low	Low	Negligible
13b	B1122	342	376	10%	Very Low	Low	Negligible

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Significance
13d	A1120	296	334	13%	Very Low	High	Minor Adverse
16	A12 Wrentham	776	900	16%	Very Low	High	Minor Adverse
17a	A12 (N)	858	1020	19%	Very Low	Medium	Minor Adverse
17c	A12 (S)	664	824	24%	Very Low	Medium	Minor Adverse
19b	A12 (N)	1167	1168	0%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	856	928	8%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	1048	7%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	1046	7%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1210	7%	Very Low	Very low	Negligible
22b	A1094	670	687	3%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1517	26	-98%	High	Medium	Major Beneficial
23	A12 Farnham Bend	1514	21	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	1589	1588900%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	1511	1609	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1649	7%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1904	10%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	358	27%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	114	12%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Significance
32a	A12 (N)	1804	1973	9%	Very Low	Very low	Negligible
32c	A12 (S)	3048	3200	5%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	3547	3626	2%	Very Low	Very low	Negligible
34a	A12 (N)	3701	3814	3%	Very Low	Very low	Negligible
34b	Main Road (E)	419	404	-4%	Very Low	High	Minor Beneficial
34c	A12 (S)	2598	2709	4%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	3048	3200	5%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	828	913	10%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	573	676	18%	Very Low	Very low	Negligible
41	B1125 through Middleton	204	238	17%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	655	12%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	579	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	466	14%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	689	855	24%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	151	150900%	High	Medium	Major Adverse
59	A12 (south of SLR)	813	925	14%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	504	503900%	High	Medium	Major Adverse
64	B1122 north of SZC access	513	707	38%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	360	359900%	High	Medium	Major Adverse
66	B1122 west of B1125	300	9	-97%	High	Medium	Major Beneficial

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Significance
67	Main Site Access	0	488	487900%	High	Very low	Minor Adverse
68	Darsham P&R	0	291	290900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	217	216900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	102	316	210%	High	Very low	Minor Adverse
73	B1078 south of B1116	589	696	18%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	High	Medium	Major Beneficial
75	Lovers Lane	357	419	17%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	571	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	1105	6%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	68	28%	Very Low	High	Minor Adverse
83	A145 west of A12	207	235	14%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	836	18%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1025	16%	Very Low	Very low	Negligible
86	A12 south of B1387	697	854	23%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3263	4%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2721	5%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

1.2 Pedestrian Delay

Table 1.11: Pedestrian Delay 2023 Early Years 24 Hour AAWT + SPR

Link Number	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
1	Sizewell Gap	6574	274	1.60	7590	316	1.71	0.11	Very Low	Medium	Minor Adverse
2	King George's Avenue	4431	185	1.41	5233	218	1.48	0.06	Very Low	High	Minor Adverse
3	Lovers Lane (LEEIE)	2842	118	1.32	4518	188	1.42	0.10	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3039	127	1.33	3582	149	1.36	0.03	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2847	119	1.32	4294	179	1.41	0.08	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5437	227	1.49	7308	305	1.68	0.19	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4215	176	1.40	4755	198	1.44	0.04	Very Low	High	Minor Adverse
6	B1119 Samundham Road	4757	198	1.44	5250	219	1.48	0.04	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
7	B1069 Coldfair Green	6270	261	1.57	6866	286	1.63	0.06	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3279	137	1.34	3408	142	1.35	0.01	Very Low	High	Minor Adverse
9a	A1094 (W)	8078	337	1.77	8760	365	1.86	0.09	Very Low	Medium	Minor Adverse
9b	Snape Road	4474	186	1.42	4619	192	1.43	0.01	Very Low	High	Minor Adverse
9c	A1094 (E)	8785	366	1.87	9525	397	1.98	0.11	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5424	226	1.49	7296	304	1.68	0.19	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2601	108	1.31	3256	136	1.34	0.03	Very Low	High	Minor Adverse
12a	B1121 (N)	4998	208	1.46	5403	225	1.49	0.03	Very Low	High	Minor Adverse
12b	B1119 (E)	4946	206	1.45	5444	227	1.49	0.04	Very Low	High	Minor Adverse
12c	B1121 (S)	3838	160	1.38	4447	185	1.42	0.04	Very Low	Medium	Minor Adverse
13b	B1122	3836	160	1.38	5071	211	1.46	0.09	Very Low	Low	Negligible

Link Number	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
13c	A12 (middle)	15257	636	3.09	16688	695	3.46	0.36	Very Low	High	Minor Adverse
13d	A1120	3891	162	1.38	4379	182	1.41	0.03	Very Low	High	Minor Adverse
13e	A12 (S)	12582	524	2.51	13726	572	2.75	0.24	Very Low	Medium	Minor Adverse
16	A12 Wrentham	10037	418	2.05	10728	447	2.17	0.11	Very Low	High	Minor Adverse
17a	A12 (N)	11354	473	2.28	12312	513	2.45	0.18	Very Low	Medium	Minor Adverse
17b	B1125	1913	80	1.29	2518	105	1.31	0.02	Very Low	Medium	Minor Adverse
17c	A12 (S)	9278	387	1.94	9629	401	1.99	0.05	Very Low	Medium	Minor Adverse
19b	A12 (N)	11311	471	2.27	12178	507	2.43	0.16	Very Low	Medium	Minor Adverse
19d	A12 (S)	12220	509	2.44	12629	526	2.52	0.08	Very Low	Low	Negligible
21b	A12 (north of B1119)	12862	536	2.56	14120	588	2.83	0.27	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15132	630	3.06	16393	683	3.38	0.31	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
21e	A12 (south of B1119)	14504	604	2.92	15433	643	3.14	0.22	Very Low	Medium	Minor Adverse
22a	A12 (N)	16815	701	3.49	18225	759	3.88	0.39	Very Low	Very low	Negligible
22b	A1094	8116	338	1.78	9072	378	1.91	0.13	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	21368	890	4.86	23336	972	5.55	0.69	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	21358	890	4.86	23316	972	5.55	0.69	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	21338	889	4.85	23291	970	5.54	0.69	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	21338	889	4.85	23291	970	5.54	0.69	Very Low	Medium	Minor Adverse
26	A12 Marlesford	21987	916	5.07	23934	997	5.78	0.70	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	23485	979	5.61	24866	1036	6.13	0.53	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4392	183	1.41	4834	201	1.44	0.03	Very Low	High	Minor Adverse
29	B1078 onslip to A12	1938	81	1.29	2087	87	1.29	0.00	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
32a	A12 (N)	24586	1024	6.02	25795	1075	6.50	0.48	Very Low	Very low	Negligible
32c	A12 (S)	41325	1722	14.72	42217	1759	15.31	0.59	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	48192	2008	19.57	48176	2007	19.55	-0.01	Very Low	Very low	Negligible
34a	A12 (N)	50964	2123	21.73	51307	2138	22.01	0.28	Very Low	Very low	Negligible
34c	A12 (S)	38785	1616	13.12	38962	1623	13.23	0.11	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	41325	1722	14.72	42217	1759	15.31	0.59	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	10180	424	2.08	10978	457	2.21	0.13	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	6224	259	1.57	7055	294	1.65	0.09	Very Low	Very low	Negligible
41	B1125 through Middleton	2059	86	1.29	2707	113	1.32	0.02	Very Low	Medium	Minor Adverse
42	B1125 (south of B1387)	2147	89	1.30	2764	115	1.32	0.02	Very Low	Medium	Minor Adverse
44	A1120 (west of Dennington)	4629	193	1.43	4861	203	1.45	0.02	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
53a	A144 (west of A12)	4880	203	1.45	5034	210	1.46	0.01	Very Low	High	Minor Adverse
53b	A12 (north of A144)	10010	417	2.05	10366	432	2.11	0.06	Very Low	Medium	Minor Adverse
58	A12 (north of SLR)	12294	512	2.45	13426	559	2.68	0.23	Very Low	Very low	Negligible
59	A12 (south of SLR)	12294	512	2.45	13632	568	2.72	0.27	Very Low	Very low	Negligible
64	B1122 north of SZC access	5424	226	1.49	7296	304	1.68	0.19	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3227	134	1.34	4440	185	1.42	0.07	Very Low	Medium	Minor Adverse
67	Main Site Access	0	0	1.26	792	33	1.26	0.00	Very Low	Very low	Negligible
68	Darsham P&R	0	0	1.26	282	12	1.26	0.00	Very Low	Very low	Negligible
69	Wickham Market P&R	0	0	1.26	224	9	1.26	0.00	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	1939	81	1.29	2271	95	1.30	0.01	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	3836	160	1.38	5047	210	1.46	0.08	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
75	Lovers Lane	2847	119	1.32	4514	188	1.42	0.10	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	14579	607	2.94	15532	647	3.16	0.23	Very Low	Medium	Minor Adverse
83	A145 west of A12	2473	103	1.31	2681	112	1.32	0.01	Very Low	Medium	Minor Adverse
84	A12 south of B1126	8982	374	1.90	9689	404	2.00	0.10	Very Low	Medium	Minor Adverse
85	A12 south of A1095	11486	479	2.30	12244	510	2.44	0.14	Very Low	Very low	Negligible
86	A12 south of B1387	9856	411	2.03	10228	426	2.08	0.06	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	45374	1891	17.49	45644	1902	17.68	0.19	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	37558	1565	12.38	38171	1590	12.74	0.37	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3642	152	1.36	4136	172	1.39	0.03	Very Low	High	Minor Adverse

Table 1.12: Pedestrian Delay 2023 Early Years Representative Hour + SPR

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		Vehicles per hour	Mean Pedestrian Delay (seconds)	Vehicles per hour	Mean Pedestrian Delay (seconds)				
1	Sizewell Gap	694	3.45	784	4.05	0.60	Very Low	Medium	Minor Adverse
2	King George's Avenue	418	2.05	582	2.80	0.74	Very Low	High	Minor Adverse
3	Lovers Lane (LEEIE)	348	1.81	585	2.81	1.00	Very Low	Medium	Minor Adverse
4a	B1122 (S)	221	1.48	311	1.70	0.22	Very Low	Medium	Minor Adverse
4b	Lovers Lane	351	1.82	555	2.66	0.84	Very Low	Medium	Minor Adverse
4c	B1122 (N)	503	2.41	771	3.96	1.55	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	247	1.54	336	1.77	0.24	Very Low	High	Minor Adverse
6	B1119 Samundham Road	263	1.57	352	1.82	0.25	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	540	2.58	661	3.24	0.66	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	227	1.49	254	1.55	0.06	Very Low	High	Minor Adverse
9a	A1094 (W)	639	3.11	770	3.95	0.84	Very Low	Medium	Minor Adverse
9b	Snape Road	312	1.70	349	1.81	0.11	Very Low	High	Minor Adverse
9c	A1094 (E)	695	3.45	832	4.40	0.95	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	503	2.41	795	4.13	1.72	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		Vehicles per hour	Mean Pedestrian Delay (seconds)	Vehicles per hour	Mean Pedestrian Delay (seconds)				
11	B1125 through Westleton	235	1.51	378	1.91	0.40	Very Low	High	Minor Adverse
12a	B1121 (N)	299	1.67	337	1.78	0.11	Very Low	High	Minor Adverse
12b	B1119 (E)	279	1.61	370	1.88	0.27	Very Low	High	Minor Adverse
12c	B1121 (S)	223	1.49	293	1.65	0.16	Very Low	Medium	Minor Adverse
13b	B1122	334	1.77	488	2.34	0.57	Very Low	Low	Negligible
13c	A12 (middle)	1014	5.93	1262	8.49	2.56	Very Low	High	Minor Adverse
13d	A1120	287	1.63	395	1.97	0.33	Very Low	High	Minor Adverse
13e	A12 (S)	795	4.13	994	5.75	1.62	Very Low	Medium	Minor Adverse
16	A12 Wrentham	744	3.77	911	5.03	1.25	Very Low	High	Minor Adverse
17a	A12 (N)	831	4.40	1058	6.34	1.95	Very Low	Medium	Minor Adverse
17b	B1125	191	1.43	321	1.73	0.30	Very Low	Medium	Minor Adverse
17c	A12 (S)	641	3.13	737	3.73	0.60	Very Low	Medium	Minor Adverse
19b	A12 (N)	1071	6.47	1067	6.43	-0.04	Very Low	Medium	Minor Beneficial
19d	A12 (S)	873	4.72	940	5.27	0.55	Very Low	Low	Negligible
21b	A12 (north of B1119)	823	4.34	1031	6.09	1.75	Very Low	Medium	Minor Adverse
21c	A12 (middle)	944	5.31	1153	7.30	1.99	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	928	5.17	1122	6.98	1.81	Very Low	Medium	Minor Adverse
22a	A12 (N)	1073	6.49	1325	9.23	2.74	Very Low	Very low	Negligible
22b	A1094	642	3.13	825	4.35	1.22	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		Vehicles per hour	Mean Pedestrian Delay (seconds)	Vehicles per hour	Mean Pedestrian Delay (seconds)				
22c	A12 (S) (Farnham)	1442	10.70	1777	15.60	4.90	Low	Medium	Minor Adverse
23	A12 Farnham Bend	1439	10.66	1775	15.56	4.90	Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	1435	10.61	1770	15.48	4.87	Low	Medium	Minor Adverse
25	A12 Little Glemham	1435	10.61	1771	15.50	4.89	Low	Medium	Minor Adverse
26	A12 Marlesford	1472	11.10	1805	16.05	4.95	Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1663	13.82	1920	18.00	4.18	Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	254	1.55	296	1.66	0.10	Very Low	High	Minor Adverse
29	B1078 onslip to A12	92	1.30	125	1.33	0.03	Very Low	Very low	Negligible
32a	A12 (N)	1746	15.10	1987	19.18	4.08	Low	Very low	Negligible
32c	A12 (S)	2940	40.50	3200	47.75	7.25	Medium	Medium	Moderate Adverse
33	A12 south of Woodbridge	3469	55.89	3643	61.51	5.62	Medium	Very low	Minor Adverse
34a	A12 (N)	3561	58.83	3731	64.46	5.63	Medium	Very low	Minor Adverse
34c	A12 (S)	2463	28.80	2580	31.48	2.68	Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	2940	40.50	3200	47.75	7.25	Medium	Medium	Moderate Adverse
39a	A1094 (west of B1069)	786	4.06	929	5.18	1.11	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	544	2.60	685	3.39	0.79	Very Low	Very low	Negligible
41	B1125 through Middleton	200	1.44	341	1.79	0.35	Very Low	Medium	Minor Adverse
42	B1125 (south of B1387)	209	1.46	343	1.79	0.34	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		Vehicles per hour	Mean Pedestrian Delay (seconds)	Vehicles per hour	Mean Pedestrian Delay (seconds)				
44	A1120 (west of Dennington)	348	1.81	392	1.96	0.15	Very Low	High	Minor Adverse
53a	A144 (west of A12)	392	1.96	437	2.13	0.17	Very Low	High	Minor Adverse
53b	A12 (north of A144)	674	3.32	774	3.98	0.66	Very Low	Medium	Minor Adverse
58	A12 (north of SLR)	784	4.05	979	5.61	1.56	Very Low	Very low	Negligible
59	A12 (south of SLR)	784	4.05	1008	5.87	1.82	Very Low	Very low	Negligible
64	B1122 north of SZC access	503	2.41	795	4.13	1.72	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	294	1.65	443	2.15	0.50	Very Low	Medium	Minor Adverse
67	Main Site Access	0	1.26	162	1.38	0.12	Very Low	Very low	Negligible
68	Darsham P&R	0	1.26	88	1.30	0.04	Very Low	Very low	Negligible
69	Wickham Market P&R	0	1.26	67	1.28	0.02	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	92	1.30	191	1.43	0.13	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	334	1.77	483	2.32	0.55	Very Low	Medium	Minor Adverse
75	Lovers Lane	351	1.82	585	2.81	0.99	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	952	5.37	1157	7.34	1.96	Very Low	Medium	Minor Adverse
83	A145 west of A12	204	1.45	239	1.52	0.07	Very Low	Medium	Minor Adverse
84	A12 south of B1126	679	3.35	850	4.54	1.19	Very Low	Medium	Minor Adverse
85	A12 south of A1095	850	4.54	1038	6.15	1.61	Very Low	Very low	Negligible
86	A12 south of B1387	672	3.31	772	3.97	0.66	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		Vehicles per hour	Mean Pedestrian Delay (seconds)	Vehicles per hour	Mean Pedestrian Delay (seconds)				
87	A12 south of Eagle Way/Anson Rd roundabout	2982	41.63	3121	45.48	3.85	Low	Very low	Negligible
88	A12 south of Foxhall Road	2508	29.82	2638	32.85	3.04	Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	273	1.60	380	1.92	0.32	Very Low	High	Minor Adverse

Table 1.13: Pedestrian Delay 2028 Preferred Strategy (Typical Day) 24 Hour AAWT + SPR

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
1	Sizewell Gap	6765	282	1.62	7173	299	1.67	0.04	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	2958	123	1.33	3764	157	1.37	0.04	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	133	1.34	6597	275	1.60	0.26	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2968	124	1.33	3635	151	1.36	0.03	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	233	1.51	9565	399	1.98	0.48	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4414	184	1.41	7844	327	1.75	0.33	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5131	214	1.47	5902	246	1.53	0.07	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	272	1.59	7548	315	1.71	0.11	Very Low	High	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
8	B1122 Aldeburgh	3387	141	1.35	4179	174	1.40	0.05	Very Low	High	Minor Adverse
9a	A1094 (W)	8402	350	1.82	8856	369	1.88	0.06	Very Low	Medium	Minor Adverse
9b	Snape Road	4669	195	1.43	5276	220	1.48	0.05	Very Low	High	Minor Adverse
9c	A1094 (E)	9085	379	1.91	10138	422	2.07	0.16	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5563	232	1.50	492	21	1.26	-0.24	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	0	1.26	8002	333	1.76	0.50	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2693	112	1.32	3091	129	1.34	0.02	Very Low	High	Minor Adverse
12a	B1121 (N)	5132	214	1.47	5343	223	1.48	0.02	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	222	1.48	5901	246	1.53	0.05	Very Low	High	Minor Adverse
13a	A12 (N)	15820	659	3.23	16744	698	3.47	0.24	Very Low	Low	Negligible
13b	B1122	3964	165	1.38	4332	181	1.41	0.02	Very Low	Low	Negligible

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
13d	A1120	4111	171	1.39	4713	196	1.44	0.04	Very Low	High	Minor Adverse
16	A12 Wrentham	10620	443	2.15	11851	494	2.37	0.22	Very Low	High	Minor Adverse
19b	A12 (N)	15091	629	3.05	15164	632	3.07	0.02	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13471	561	2.69	14213	592	2.85	0.16	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15918	663	3.26	16581	691	3.43	0.17	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15531	647	3.16	16034	668	3.29	0.13	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	740	3.74	18865	786	4.07	0.32	Very Low	Very low	Negligible
22b	A1094	8451	352	1.82	8867	369	1.88	0.06	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	22419	934	5.22	298	12	1.26	-3.96	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	22412	934	5.22	279	12	1.26	-3.96	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	0	1.26	23593	983	5.65	4.39	Very Low	Medium	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
24	A12 Stratford St Andrew (Low Road)	22389	933	5.21	265	11	1.26	-3.95	Very Low	Medium	Minor Beneficial
25	A12 Little Glemham	22389	933	5.21	23863	994	5.75	0.54	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	960	5.45	24528	1022	6.00	0.56	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24724	1030	6.08	26763	1115	6.91	0.83	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	191	1.43	5602	233	1.51	0.08	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3353	140	1.35	3442	143	1.35	0.00	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2070	86	1.29	2253	94	1.30	0.01	Very Low	Very low	Negligible
32a	A12 (N)	25811	1075	6.51	27598	1150	7.26	0.75	Very Low	Very low	Negligible

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
32c	A12 (S)	42586	1774	15.55	43921	1830	16.46	0.91	Very Low	Medium	Minor Adverse
34b	Main Road (E)	7316	305	1.68	7655	319	1.72	0.04	Very Low	High	Minor Adverse
38b	A12 Woodbridge n/o B1079	42586	1774	15.55	43921	1830	16.46	0.91	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	10631	443	2.15	11707	488	2.34	0.19	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	6476	270	1.59	7696	321	1.73	0.14	Very Low	Very low	Negligible
41	B1125 through Middleton	2112	88	1.30	2875	120	1.33	0.03	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8830	368	1.87	9825	409	2.02	0.15	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7502	313	1.70	8156	340	1.78	0.08	Very Low	High	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
53a	A144 (west of A12)	5012	209	1.46	5721	238	1.52	0.06	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	0	1.26	2001	83	1.29	0.03	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	12800	533	2.55	14133	589	2.83	0.28	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	0	1.26	5983	249	1.54	0.28	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	5563	232	1.50	8223	343	1.79	0.29	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	0	1.26	4118	172	1.39	0.13	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3313	138	1.35	117	5	1.26	-0.09	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	0	1.26	5332	222	1.48	0.22	Very Low	Very low	Negligible
68	Darsham P&R	0	0	1.26	2563	107	1.31	0.05	Very Low	Very low	Negligible

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
69	Wickham Market P&R	0	0	1.26	2261	94	1.30	0.04	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	2071	86	1.29	4536	189	1.42	0.13	Very Low	Very low	Negligible
73	B1078 south of B1116	8083	337	1.77	9592	400	1.99	0.21	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3964	165	1.38	346	14	1.26	-0.12	Very Low	Medium	Minor Beneficial
75	Lovers Lane	2968	124	1.33	3775	157	1.37	0.04	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5450	227	1.49	6535	272	1.60	0.10	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4259	177	1.40	5707	238	1.52	0.11	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	15963	665	3.27	16444	685	3.39	0.12	Very Low	Medium	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
82	B1438 Melton Hill	751	31	1.26	953	40	1.27	0.00	Very Low	High	Minor Adverse
83	A145 west of A12	2528	105	1.31	2994	125	1.33	0.02	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	396	1.97	10775	449	2.18	0.20	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	505	2.42	13506	563	2.70	0.28	Very Low	Very low	Negligible
86	A12 south of B1387	10297	429	2.10	11836	493	2.36	0.27	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48145	2006	19.53	48553	2023	19.84	0.31	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	39306	1638	13.44	39867	1661	13.79	0.35	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3860	161	1.38	4429	185	1.41	0.04	Very Low	High	Minor Adverse

Table 1.14: Pedestrian Delay 2028 Preferred Strategy (Typical Day) Representative Hour + SPR

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
1	Sizewell Gap	715	3.58	731	3.69	0.11	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	353	1.83	414	2.04	0.21	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	1.50	544	2.60	1.11	Very Low	Medium	Minor Adverse
4b	Lovers Lane	357	1.84	407	2.01	0.17	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	2.46	875	4.74	2.27	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	1.56	573	2.75	1.19	Very Low	High	Minor Adverse
6	B1119 Samundham Road	278	1.61	331	1.76	0.15	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	2.72	651	3.18	0.46	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	1.51	315	1.71	0.20	Very Low	High	Minor Adverse
9a	A1094 (W)	664	3.26	690	3.42	0.16	Very Low	Medium	Minor Adverse
9b	Snape Road	324	1.74	387	1.94	0.20	Very Low	High	Minor Adverse
9c	A1094 (E)	720	3.61	815	4.28	0.66	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	513	2.45	40	1.27	-1.19	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	1.26	660	3.24	1.98	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
11	B1125 through Westleton	242	1.53	253	1.55	0.02	Very Low	High	Minor Adverse
12a	B1121 (N)	306	1.69	312	1.70	0.02	Very Low	High	Minor Adverse
12b	B1119 (E)	296	1.66	333	1.76	0.11	Very Low	High	Minor Adverse
13a	A12 (N)	1082	6.58	1172	7.50	0.92	Very Low	Low	Negligible
13b	B1122	342	1.79	372	1.89	0.10	Very Low	Low	Negligible
13d	A1120	296	1.66	334	1.77	0.11	Very Low	High	Minor Adverse
16	A12 Wrentham	776	3.99	903	4.96	0.97	Very Low	High	Minor Adverse
19b	A12 (N)	1167	7.44	1164	7.41	-0.03	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	856	4.59	914	5.06	0.47	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	5.63	1033	6.11	0.48	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	5.63	1031	6.09	0.46	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	7.09	1196	7.75	0.67	Very Low	Very low	Negligible
22b	A1094	670	3.30	689	3.42	0.12	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1517	11.71	26	1.26	-10.44	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	1514	11.67	21	1.26	-10.40	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	1.26	1577	12.55	11.29	High	Medium	Major Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
24	A12 Stratford St Andrew (Low Road)	1511	11.63	19	1.26	-10.36	Very Low	Medium	Minor Beneficial
25	A12 Little Glemham	1511	11.63	1597	12.84	1.21	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	12.11	1636	13.41	1.29	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	14.80	1906	17.76	2.96	Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	1.62	355	1.83	0.21	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	1.48	225	1.49	0.01	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	1.31	112	1.32	0.01	Very Low	Very low	Negligible
32a	A12 (N)	1804	16.04	1977	19.01	2.97	Low	Very low	Negligible
32c	A12 (S)	3048	43.44	3209	48.01	4.57	Low	Medium	Minor Adverse
34b	Main Road (E)	419	2.06	404	2.00	-0.06	Very Low	High	Minor Beneficial
38b	A12 Woodbridge n/o B1079	3048	43.44	3209	48.01	4.57	Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	828	4.37	915	5.06	0.69	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	573	2.75	677	3.34	0.59	Very Low	Very low	Negligible
41	B1125 through Middleton	204	1.45	238	1.52	0.07	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	2.81	652	3.19	0.38	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	2.49	578	2.78	0.28	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	2.02	466	2.25	0.23	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
57	Sizewell Link Road (east of A12)	0	1.26	129	1.34	0.08	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	813	4.26	911	5.03	0.77	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	1.26	476	2.29	1.03	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	513	2.45	682	3.37	0.92	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	1.26	355	1.83	0.57	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	300	1.67	9	1.26	-0.41	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	1.26	463	2.23	0.97	Very Low	Very low	Negligible
68	Darsham P&R	0	1.26	291	1.64	0.38	Very Low	Very low	Negligible
69	Wickham Market P&R	0	1.26	224	1.49	0.23	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	102	1.31	321	1.73	0.42	Very Low	Very low	Negligible
73	B1078 south of B1116	589	2.84	709	3.54	0.71	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	1.79	24	1.26	-0.53	Very Low	Medium	Minor Beneficial
75	Lovers Lane	357	1.84	419	2.06	0.22	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	2.28	572	2.75	0.46	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	1.66	449	2.18	0.51	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	6.18	1091	6.66	0.48	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	1.27	67	1.28	0.01	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
83	A145 west of A12	207	1.45	237	1.51	0.06	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	3.54	840	4.46	0.92	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	4.82	1028	6.06	1.23	Very Low	Very low	Negligible
86	A12 south of B1387	697	3.47	860	4.61	1.15	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	46.34	3245	49.06	2.72	Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	31.97	2699	34.34	2.37	Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	1.62	318	1.72	0.10	Very Low	High	Minor Adverse

Table 1.15: Pedestrian Delay 2028 Preferred Strategy (Busiest Day) 24 Hour AAWT + SPR

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
1	Sizewell Gap	6765	282	1.62	7173	299	1.67	0.04	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	2958	123	1.33	3752	156	1.37	0.04	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	133	1.34	6599	275	1.60	0.26	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2968	124	1.33	3622	151	1.36	0.03	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	233	1.51	9555	398	1.98	0.47	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4414	184	1.41	7844	327	1.75	0.33	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5131	214	1.47	5921	247	1.54	0.07	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	272	1.59	7543	314	1.71	0.11	Very Low	High	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
8	B1122 Aldeburgh	3387	141	1.35	4177	174	1.40	0.05	Very Low	High	Minor Adverse
9a	A1094 (W)	8402	350	1.82	8841	368	1.88	0.06	Very Low	Medium	Minor Adverse
9b	Snape Road	4669	195	1.43	5285	220	1.48	0.05	Very Low	High	Minor Adverse
9c	A1094 (E)	9085	379	1.91	10122	422	2.07	0.16	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5563	232	1.50	576	24	1.26	-0.24	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	0	1.26	8107	338	1.78	0.52	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2693	112	1.32	3091	129	1.34	0.02	Very Low	High	Minor Adverse
12a	B1121 (N)	5132	214	1.47	5390	225	1.49	0.02	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	222	1.48	5919	247	1.54	0.05	Very Low	High	Minor Adverse
13a	A12 (N)	15820	659	3.23	16736	697	3.47	0.24	Very Low	Low	Negligible
13b	B1122	3964	165	1.38	4364	182	1.41	0.03	Very Low	Low	Negligible

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
13d	A1120	4111	171	1.39	4772	199	1.44	0.05	Very Low	High	Minor Adverse
16	A12 Wrentham	10620	443	2.15	11849	494	2.37	0.22	Very Low	High	Minor Adverse
17a	A12 (N)	11772	491	2.35	13604	567	2.72	0.37	Very Low	Medium	Minor Adverse
17c	A12 (S)	9661	403	2.00	11234	468	2.25	0.26	Very Low	Medium	Minor Adverse
19b	A12 (N)	15091	629	3.05	15166	632	3.07	0.02	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13471	561	2.69	14277	595	2.87	0.18	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15918	663	3.26	16670	695	3.45	0.19	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15531	647	3.16	16075	670	3.30	0.14	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	740	3.74	18875	786	4.07	0.33	Very Low	Very low	Negligible
22b	A1094	8451	352	1.82	8849	369	1.88	0.05	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	22419	934	5.22	298	12	1.26	-3.96	Very Low	Medium	Minor Beneficial

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
23	A12 Farnham Bend	22412	934	5.22	279	12	1.26	-3.96	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	0	1.26	23584	983	5.64	4.38	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	22389	933	5.21	265	11	1.26	-3.95	Very Low	Medium	Minor Beneficial
25	A12 Little Glemham	22389	933	5.21	23860	994	5.75	0.54	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	960	5.45	24527	1022	6.00	0.55	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24724	1030	6.08	26690	1112	6.87	0.80	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	191	1.43	5603	233	1.51	0.08	Very Low	High	Minor Adverse
28c	B1438 High Street,	3353	140	1.35	3465	144	1.35	0.01	Very Low	High	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
	Wickham Market										
29	B1078 onslip to A12	2070	86	1.29	2255	94	1.30	0.01	Very Low	Very low	Negligible
32a	A12 (N)	25811	1075	6.51	27483	1145	7.21	0.70	Very Low	Very low	Negligible
32c	A12 (S)	42586	1774	15.55	43736	1822	16.34	0.78	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	49112	2046	20.27	48987	2041	20.17	-0.10	Very Low	Very low	Negligible
34b	Main Road (E)	7316	305	1.68	7680	320	1.72	0.04	Very Low	High	Minor Adverse
34c	A12 (S)	40853	1702	14.41	41097	1712	14.57	0.16	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	42586	1774	15.55	43736	1822	16.34	0.78	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	10631	443	2.15	11697	487	2.34	0.19	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	6476	270	1.59	7689	320	1.73	0.14	Very Low	Very low	Negligible

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
41	B1125 through Middleton	2112	88	1.30	2871	120	1.32	0.03	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8830	368	1.87	9844	410	2.02	0.15	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7502	313	1.70	8184	341	1.79	0.08	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	209	1.46	5717	238	1.52	0.06	Very Low	High	Minor Adverse
53b	A12 (north of A144)	10259	427	2.09	11905	496	2.38	0.29	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	0	1.26	2151	90	1.30	0.04	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	12800	533	2.55	14167	590	2.84	0.29	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	0	1.26	6164	257	1.56	0.30	Very Low	Medium	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
64	B1122 north of SZC access	5563	232	1.50	8411	350	1.82	0.31	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	0	1.26	4146	173	1.40	0.14	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3313	138	1.35	117	5	1.26	-0.09	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	0	1.26	5530	230	1.50	0.24	Very Low	Very low	Negligible
68	Darsham P&R	0	0	1.26	2563	107	1.31	0.05	Very Low	Very low	Negligible
69	Wickham Market P&R	0	0	1.26	2246	94	1.30	0.04	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	2071	86	1.29	4522	188	1.42	0.13	Very Low	Very low	Negligible
73	B1078 south of B1116	8083	337	1.77	9557	398	1.98	0.20	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3964	165	1.38	344	14	1.26	-0.12	Very Low	Medium	Minor Beneficial
75	Lovers Lane	2968	124	1.33	3762	157	1.37	0.04	Very Low	Medium	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
76	B1069 (north of Aldringham Lane)	5450	227	1.49	6531	272	1.60	0.10	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4259	177	1.40	5707	238	1.52	0.11	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	15963	665	3.27	16470	686	3.40	0.13	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	751	31	1.26	988	41	1.27	0.00	Very Low	High	Minor Adverse
83	A145 west of A12	2528	105	1.31	2993	125	1.33	0.02	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	396	1.97	10773	449	2.17	0.20	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	505	2.42	13503	563	2.70	0.28	Very Low	Very low	Negligible
86	A12 south of B1387	10297	429	2.10	11840	493	2.36	0.27	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson	48145	2006	19.53	48409	2017	19.73	0.20	Very Low	Very low	Negligible

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
	Rd roundabout										
88	A12 south of Foxhall Road	39306	1638	13.44	39841	1660	13.77	0.33	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3860	161	1.38	4502	188	1.42	0.04	Very Low	High	Minor Adverse

Table 1.16: Pedestrian Delay 2028 Preferred Strategy (Busiest Day) Representative Hour + SPR

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
1	Sizewell Gap	715	3.58	731	3.69	0.11	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	353	1.83	414	2.04	0.21	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	1.50	544	2.60	1.11	Very Low	Medium	Minor Adverse
4b	Lovers Lane	357	1.84	407	2.01	0.17	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	2.46	875	4.74	2.27	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	1.56	572	2.75	1.19	Very Low	High	Minor Adverse
6	B1119 Samundham Road	278	1.61	331	1.76	0.15	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	2.72	651	3.18	0.46	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	1.51	314	1.71	0.20	Very Low	High	Minor Adverse
9a	A1094 (W)	664	3.26	687	3.40	0.14	Very Low	Medium	Minor Adverse
9b	Snape Road	324	1.74	387	1.94	0.20	Very Low	High	Minor Adverse
9c	A1094 (E)	720	3.61	811	4.25	0.63	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	513	2.45	61	1.28	-1.18	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	1.26	651	3.18	1.92	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
11	B1125 through Westleton	242	1.53	253	1.55	0.02	Very Low	High	Minor Adverse
12a	B1121 (N)	306	1.69	312	1.70	0.02	Very Low	High	Minor Adverse
12b	B1119 (E)	296	1.66	332	1.76	0.10	Very Low	High	Minor Adverse
13a	A12 (N)	1082	6.58	1166	7.43	0.86	Very Low	Low	Negligible
13b	B1122	342	1.79	374	1.89	0.10	Very Low	Low	Negligible
13d	A1120	296	1.66	334	1.77	0.11	Very Low	High	Minor Adverse
16	A12 Wrentham	776	3.99	898	4.92	0.93	Very Low	High	Minor Adverse
17a	A12 (N)	858	4.60	1018	5.96	1.36	Very Low	Medium	Minor Adverse
17c	A12 (S)	664	3.26	822	4.33	1.07	Very Low	Medium	Minor Adverse
19b	A12 (N)	1167	7.44	1166	7.43	-0.01	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	856	4.59	914	5.05	0.47	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	5.63	1034	6.12	0.49	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	5.63	1032	6.09	0.47	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	7.09	1196	7.75	0.67	Very Low	Very low	Negligible
22b	A1094	670	3.30	687	3.40	0.10	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1517	11.71	26	1.26	-10.44	Very Low	Medium	Minor Beneficial

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
23	A12 Farnham Bend	1514	11.67	21	1.26	-10.40	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	1.26	1575	12.52	11.26	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	1511	11.63	19	1.26	-10.36	Very Low	Medium	Minor Beneficial
25	A12 Little Glemham	1511	11.63	1594	12.80	1.17	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	12.11	1634	13.38	1.27	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	14.80	1888	17.44	2.64	Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	1.62	358	1.84	0.22	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	1.48	225	1.49	0.01	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	1.31	114	1.32	0.01	Very Low	Very low	Negligible
32a	A12 (N)	1804	16.04	1957	18.64	2.61	Low	Very low	Negligible
32c	A12 (S)	3048	43.44	3183	47.26	3.82	Low	Medium	Minor Adverse
33	A12 south of Woodbridge	3547	58.38	3610	60.41	2.03	Low	Very low	Negligible
34b	Main Road (E)	419	2.06	404	2.00	-0.06	Very Low	High	Minor Beneficial
34c	A12 (S)	2598	31.90	2692	34.16	2.26	Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	3048	43.44	3183	47.26	3.82	Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	828	4.37	913	5.04	0.67	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
39b	B1069 (north of A1094)	573	2.75	676	3.33	0.58	Very Low	Very low	Negligible
41	B1125 through Middleton	204	1.45	238	1.52	0.07	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	2.81	655	3.21	0.40	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	2.49	579	2.78	0.29	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	2.02	466	2.25	0.23	Very Low	High	Minor Adverse
53b	A12 (north of A144)	689	3.42	853	4.56	1.15	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	1.26	138	1.35	0.09	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	813	4.26	912	5.03	0.77	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	1.26	488	2.34	1.08	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	513	2.45	692	3.44	0.98	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	1.26	358	1.84	0.58	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	300	1.67	9	1.26	-0.41	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	1.26	473	2.28	1.02	Very Low	Very low	Negligible
68	Darsham P&R	0	1.26	291	1.64	0.38	Very Low	Very low	Negligible
69	Wickham Market P&R	0	1.26	217	1.47	0.21	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	102	1.31	316	1.71	0.41	Very Low	Very low	Negligible
73	B1078 south of B1116	589	2.84	696	3.46	0.62	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
74	B1122 (Middleton Moor)	342	1.79	24	1.26	-0.53	Very Low	Medium	Minor Beneficial
75	Lovers Lane	357	1.84	419	2.06	0.22	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	2.28	571	2.74	0.46	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	1.66	449	2.18	0.51	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	6.18	1091	6.66	0.48	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	1.27	68	1.28	0.01	Very Low	High	Minor Adverse
83	A145 west of A12	207	1.45	234	1.51	0.05	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	3.54	834	4.42	0.88	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	4.82	1023	6.01	1.19	Very Low	Very low	Negligible
86	A12 south of B1387	697	3.47	852	4.55	1.09	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	46.34	3246	49.09	2.76	Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	31.97	2704	34.44	2.47	Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	1.62	318	1.72	0.10	Very Low	High	Minor Adverse

Table 1.17: Pedestrian Delay 2028 Integrated Strategy (Typical Day) 24 Hour AAWT + SPR

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
1	Sizewell Gap	6765	282	1.62	7173	299	1.67	0.04	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	2958	123	1.33	3764	157	1.37	0.04	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	133	1.34	6597	275	1.60	0.26	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2968	124	1.33	3635	151	1.36	0.03	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	233	1.51	9565	399	1.98	0.48	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4414	184	1.41	7844	327	1.75	0.33	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5131	214	1.47	5902	246	1.53	0.07	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	272	1.59	7548	315	1.71	0.11	Very Low	High	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
8	B1122 Aldeburgh	3387	141	1.35	4179	174	1.40	0.05	Very Low	High	Minor Adverse
9a	A1094 (W)	8402	350	1.82	8856	369	1.88	0.06	Very Low	Medium	Minor Adverse
9b	Snape Road	4669	195	1.43	5276	220	1.48	0.05	Very Low	High	Minor Adverse
9c	A1094 (E)	9085	379	1.91	10138	422	2.07	0.16	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5563	232	1.50	492	21	1.26	-0.24	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	0	1.26	8152	340	1.78	0.52	Very Low	Medium	Minor Adverse
12a	B1121 (N)	5132	214	1.47	5343	223	1.48	0.02	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	222	1.48	5901	246	1.53	0.05	Very Low	High	Minor Adverse
13a	A12 (N)	15820	659	3.23	16767	699	3.48	0.24	Very Low	Low	Negligible
13b	B1122	3964	165	1.38	4355	181	1.41	0.03	Very Low	Low	Negligible
13d	A1120	4111	171	1.39	4713	196	1.44	0.04	Very Low	High	Minor Adverse
16	A12 Wrentham	10620	443	2.15	11866	494	2.37	0.22	Very Low	High	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
19b	A12 (N)	15091	629	3.05	15179	632	3.08	0.02	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13471	561	2.69	14340	598	2.88	0.19	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15918	663	3.26	16709	696	3.46	0.20	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15531	647	3.16	16162	673	3.32	0.16	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	740	3.74	18993	791	4.10	0.36	Very Low	Very low	Negligible
22b	A1094	8451	352	1.82	8867	369	1.88	0.06	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	22419	934	5.22	298	12	1.26	-3.96	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	22412	934	5.22	279	12	1.26	-3.96	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	0	1.26	23721	988	5.69	4.43	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	22389	933	5.21	265	11	1.26	-3.95	Very Low	Medium	Minor Beneficial

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
25	A12 Little Glemham	22389	933	5.21	23990	1000	5.80	0.59	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	960	5.45	24655	1027	6.05	0.60	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24724	1030	6.08	26890	1120	6.96	0.88	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	191	1.43	5602	233	1.51	0.08	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3353	140	1.35	3442	143	1.35	0.00	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2070	86	1.29	2253	94	1.30	0.01	Very Low	Very low	Negligible
32a	A12 (N)	25811	1075	6.51	27725	1155	7.32	0.81	Very Low	Very low	Negligible
32c	A12 (S)	42586	1774	15.55	44048	1835	16.55	1.00	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	49112	2046	20.27	49444	2060	20.53	0.26	Very Low	Very low	Negligible

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
34b	Main Road (E)	7316	305	1.68	7655	319	1.72	0.04	Very Low	High	Minor Adverse
34c	A12 (S)	40853	1702	14.41	41360	1723	14.74	0.33	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	42586	1774	15.55	44048	1835	16.55	1.00	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	10631	443	2.15	11707	488	2.34	0.19	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	6476	270	1.59	7696	321	1.73	0.14	Very Low	Very low	Negligible
51	B1078 (through Gibraltar)	8830	368	1.87	9825	409	2.02	0.15	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7502	313	1.70	8156	340	1.78	0.08	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	209	1.46	5721	238	1.52	0.06	Very Low	High	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
57	Sizewell Link Road (east of A12)	0	0	1.26	2128	89	1.30	0.04	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	12800	533	2.55	14260	594	2.86	0.31	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	0	1.26	6133	256	1.56	0.30	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	5563	232	1.50	8373	349	1.81	0.31	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	0	1.26	4141	173	1.40	0.14	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3313	138	1.35	117	5	1.26	-0.09	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	0	1.26	5482	228	1.50	0.24	Very Low	Very low	Negligible
68	Darsham P&R	0	0	1.26	2563	107	1.31	0.05	Very Low	Very low	Negligible
69	Wickham Market P&R	0	0	1.26	2277	95	1.30	0.04	Very Low	Very low	Negligible

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
70	A12 on-slip (west of WM P&R)	2071	86	1.29	4536	189	1.42	0.13	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	3964	165	1.38	346	14	1.26	-0.12	Very Low	Medium	Minor Beneficial
75	Lovers Lane	2968	124	1.33	3775	157	1.37	0.04	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5450	227	1.49	6535	272	1.60	0.10	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4259	177	1.40	5707	238	1.52	0.11	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	15963	665	3.27	16571	690	3.42	0.16	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	751	31	1.26	953	40	1.27	0.00	Very Low	High	Minor Adverse
83	A145 west of A12	2528	105	1.31	3002	125	1.33	0.02	Very Low	Medium	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
84	A12 south of B1126	9509	396	1.97	10790	450	2.18	0.20	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	505	2.42	13522	563	2.70	0.28	Very Low	Very low	Negligible
86	A12 south of B1387	10297	429	2.10	11858	494	2.37	0.27	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48145	2006	19.53	48681	2028	19.94	0.41	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	39306	1638	13.44	39994	1666	13.87	0.43	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3860	161	1.38	4429	185	1.41	0.04	Very Low	High	Minor Adverse

Table 1.18: Pedestrian Delay 2028 Integrated Strategy (Typical Day) Representative Hour + SPR

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
1	Sizewell Gap	715	3.58	731	3.69	0.11	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	353	1.83	414	2.04	0.21	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	1.50	544	2.60	1.11	Very Low	Medium	Minor Adverse
4b	Lovers Lane	357	1.84	407	2.01	0.17	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	2.46	875	4.74	2.27	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	1.56	573	2.75	1.19	Very Low	High	Minor Adverse
6	B1119 Samundham Road	278	1.61	331	1.76	0.15	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	2.72	651	3.18	0.46	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	1.51	315	1.71	0.20	Very Low	High	Minor Adverse
9a	A1094 (W)	664	3.26	690	3.42	0.16	Very Low	Medium	Minor Adverse
9b	Snape Road	324	1.74	387	1.94	0.20	Very Low	High	Minor Adverse
9c	A1094 (E)	720	3.61	815	4.28	0.66	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	513	2.45	40	1.27	-1.19	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	1.26	667	3.28	2.02	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
12a	B1121 (N)	306	1.69	312	1.70	0.02	Very Low	High	Minor Adverse
12b	B1119 (E)	296	1.66	333	1.76	0.11	Very Low	High	Minor Adverse
13a	A12 (N)	1082	6.58	1173	7.51	0.93	Very Low	Low	Negligible
13b	B1122	342	1.79	373	1.89	0.10	Very Low	Low	Negligible
13d	A1120	296	1.66	334	1.77	0.11	Very Low	High	Minor Adverse
16	A12 Wrentham	776	3.99	904	4.97	0.98	Very Low	High	Minor Adverse
19b	A12 (N)	1167	7.44	1165	7.42	-0.02	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	856	4.59	921	5.11	0.52	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	5.63	1040	6.17	0.54	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	5.63	1038	6.15	0.52	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	7.09	1203	7.83	0.74	Very Low	Very low	Negligible
22b	A1094	670	3.30	689	3.42	0.12	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1517	11.71	26	1.26	-10.44	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	1514	11.67	21	1.26	-10.40	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	1.26	1584	12.65	11.39	High	Medium	Major Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
24	A12 Stratford St Andrew (Low Road)	1511	11.63	19	1.26	-10.36	Very Low	Medium	Minor Beneficial
25	A12 Little Glemham	1511	11.63	1604	12.94	1.32	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	12.11	1643	13.52	1.40	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	14.80	1914	17.89	3.09	Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	1.62	355	1.83	0.21	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	1.48	225	1.49	0.01	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	1.31	112	1.32	0.01	Very Low	Very low	Negligible
32a	A12 (N)	1804	16.04	1985	19.15	3.11	Low	Very low	Negligible
32c	A12 (S)	3048	43.44	3217	48.24	4.81	Low	Medium	Minor Adverse
33	A12 south of Woodbridge	3547	58.38	3655	61.91	3.53	Low	Very low	Negligible
34b	Main Road (E)	419	2.06	404	2.00	-0.06	Very Low	High	Minor Beneficial
34c	A12 (S)	2598	31.90	2697	34.28	2.38	Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	3048	43.44	3217	48.24	4.81	Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	828	4.37	915	5.06	0.69	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	573	2.75	677	3.34	0.59	Very Low	Very low	Negligible
51	B1078 (through Gibraltar)	584	2.81	652	3.19	0.38	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	2.49	578	2.78	0.28	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
53a	A144 (west of A12)	408	2.02	466	2.25	0.23	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	1.26	135	1.34	0.08	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	813	4.26	918	5.09	0.83	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	1.26	483	2.32	1.06	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	513	2.45	689	3.42	0.96	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	1.26	356	1.84	0.58	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	300	1.67	9	1.26	-0.41	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	1.26	470	2.26	1.00	Very Low	Very low	Negligible
68	Darsham P&R	0	1.26	291	1.64	0.38	Very Low	Very low	Negligible
69	Wickham Market P&R	0	1.26	224	1.49	0.23	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	102	1.31	321	1.73	0.42	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	342	1.79	24	1.26	-0.53	Very Low	Medium	Minor Beneficial
75	Lovers Lane	357	1.84	419	2.06	0.22	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	2.28	572	2.75	0.46	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	1.66	449	2.18	0.51	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	6.18	1098	6.73	0.55	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	1.27	67	1.28	0.01	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
83	A145 west of A12	207	1.45	237	1.52	0.06	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	3.54	841	4.47	0.93	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	4.82	1029	6.07	1.24	Very Low	Very low	Negligible
86	A12 south of B1387	697	3.47	861	4.63	1.16	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	46.34	3253	49.30	2.97	Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	31.97	2708	34.55	2.58	Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	1.62	318	1.72	0.10	Very Low	High	Minor Adverse

Table 1.19: Pedestrian Delay 2028 Integrated Strategy (Busiest Day) 24 Hour AAWT + SPR

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
1	Sizewell Gap	6765	282	1.62	7173	299	1.67	0.04	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	2958	123	1.33	3752	156	1.37	0.04	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	133	1.34	6599	275	1.60	0.26	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2968	124	1.33	3622	151	1.36	0.03	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	233	1.51	9555	398	1.98	0.47	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4414	184	1.41	7844	327	1.75	0.33	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5131	214	1.47	5921	247	1.54	0.07	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	272	1.59	7543	314	1.71	0.11	Very Low	High	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
8	B1122 Aldeburgh	3387	141	1.35	4177	174	1.40	0.05	Very Low	High	Minor Adverse
9a	A1094 (W)	8402	350	1.82	8841	368	1.88	0.06	Very Low	Medium	Minor Adverse
9b	Snape Road	4669	195	1.43	5285	220	1.48	0.05	Very Low	High	Minor Adverse
9c	A1094 (E)	9085	379	1.91	10122	422	2.07	0.16	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5563	232	1.50	576	24	1.26	-0.24	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	0	1.26	8407	350	1.82	0.56	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2693	112	1.32	3091	129	1.34	0.02	Very Low	High	Minor Adverse
12a	B1121 (N)	5132	214	1.47	5390	225	1.49	0.02	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	222	1.48	5919	247	1.54	0.05	Very Low	High	Minor Adverse
13a	A12 (N)	15820	659	3.23	16781	699	3.48	0.25	Very Low	Low	Negligible
13b	B1122	3964	165	1.38	4409	184	1.41	0.03	Very Low	Low	Negligible

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
13d	A1120	4111	171	1.39	4772	199	1.44	0.05	Very Low	High	Minor Adverse
16	A12 Wrentham	10620	443	2.15	11879	495	2.37	0.22	Very Low	High	Minor Adverse
17a	A12 (N)	11772	491	2.35	13649	569	2.73	0.38	Very Low	Medium	Minor Adverse
17c	A12 (S)	9661	403	2.00	11279	470	2.26	0.27	Very Low	Medium	Minor Adverse
19b	A12 (N)	15091	629	3.05	15196	633	3.08	0.03	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13471	561	2.69	14532	605	2.92	0.23	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15918	663	3.26	16925	705	3.52	0.26	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15531	647	3.16	16330	680	3.36	0.20	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	740	3.74	19130	797	4.14	0.40	Very Low	Very low	Negligible
22b	A1094	8451	352	1.82	8849	369	1.88	0.05	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	22419	934	5.22	298	12	1.26	-3.96	Very Low	Medium	Minor Beneficial

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
23	A12 Farnham Bend	22412	934	5.22	279	12	1.26	-3.96	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	0	1.26	23839	993	5.74	4.48	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	22389	933	5.21	265	11	1.26	-3.95	Very Low	Medium	Minor Beneficial
25	A12 Little Glemham	22389	933	5.21	24115	1005	5.84	0.63	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	960	5.45	24782	1033	6.10	0.65	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24724	1030	6.08	26945	1123	6.98	0.90	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	191	1.43	5603	233	1.51	0.08	Very Low	High	Minor Adverse
28c	B1438 High Street,	3353	140	1.35	3465	144	1.35	0.01	Very Low	High	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
	Wickham Market										
29	B1078 onslip to A12	2070	86	1.29	2255	94	1.30	0.01	Very Low	Very low	Negligible
32a	A12 (N)	25811	1075	6.51	27738	1156	7.32	0.81	Very Low	Very low	Negligible
32c	A12 (S)	42586	1774	15.55	43991	1833	16.51	0.96	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	49112	2046	20.27	49242	2052	20.37	0.10	Very Low	Very low	Negligible
34a	A12 (N)	52770	2199	23.21	53491	2229	23.81	0.60	Very Low	Very low	Negligible
34b	Main Road (E)	7316	305	1.68	7680	320	1.72	0.04	Very Low	High	Minor Adverse
34c	A12 (S)	40853	1702	14.41	41352	1723	14.74	0.32	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	42586	1774	15.55	43991	1833	16.51	0.96	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	10631	443	2.15	11697	487	2.34	0.19	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	6476	270	1.59	7689	320	1.73	0.14	Very Low	Very low	Negligible

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
41	B1125 through Middleton	2112	88	1.30	2871	120	1.32	0.03	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8830	368	1.87	9844	410	2.02	0.15	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7502	313	1.70	8184	341	1.79	0.08	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	209	1.46	5717	238	1.52	0.06	Very Low	High	Minor Adverse
53b	A12 (north of A144)	10259	427	2.09	11950	498	2.39	0.30	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	0	1.26	2406	100	1.31	0.05	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	12800	533	2.55	14422	601	2.90	0.35	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	0	1.26	6464	269	1.59	0.33	Very Low	Medium	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
64	B1122 north of SZC access	5563	232	1.50	8711	363	1.86	0.35	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	0	1.26	4191	175	1.40	0.14	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3313	138	1.35	117	5	1.26	-0.09	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	0	1.26	5830	243	1.53	0.27	Very Low	Very low	Negligible
68	Darsham P&R	0	0	1.26	2563	107	1.31	0.05	Very Low	Very low	Negligible
69	Wickham Market P&R	0	0	1.26	2262	94	1.30	0.04	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	2071	86	1.29	4522	188	1.42	0.13	Very Low	Very low	Negligible
73	B1078 south of B1116	8083	337	1.77	9557	398	1.98	0.20	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3964	165	1.38	344	14	1.26	-0.12	Very Low	Medium	Minor Beneficial
75	Lovers Lane	2968	124	1.33	3762	157	1.37	0.04	Very Low	Medium	Minor Adverse

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
76	B1069 (north of Aldringham Lane)	5450	227	1.49	6531	272	1.60	0.10	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4259	177	1.40	5707	238	1.52	0.11	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	15963	665	3.27	16725	697	3.46	0.20	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	751	31	1.26	988	41	1.27	0.00	Very Low	High	Minor Adverse
83	A145 west of A12	2528	105	1.31	3008	125	1.33	0.02	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	396	1.97	10803	450	2.18	0.21	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	505	2.42	13533	564	2.70	0.29	Very Low	Very low	Negligible
86	A12 south of B1387	10297	429	2.10	11885	495	2.37	0.28	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson	48145	2006	19.53	48664	2028	19.93	0.40	Very Low	Very low	Negligible

Link No.	Link Name	Reference Case			Reference Case + Sizewell			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
	Rd roundabout										
88	A12 south of Foxhall Road	39306	1638	13.44	40096	1671	13.93	0.49	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3860	161	1.38	4502	188	1.42	0.04	Very Low	High	Minor Adverse

Table 1.20: Pedestrian Delay 2028 Integrated Strategy (Busiest Day) Representative Hour + SPR

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
1	Sizewell Gap	715	3.58	731	3.69	0.11	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	353	1.83	414	2.04	0.21	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	1.50	544	2.60	1.11	Very Low	Medium	Minor Adverse
4b	Lovers Lane	357	1.84	407	2.01	0.17	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	2.46	875	4.74	2.27	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	1.56	572	2.75	1.19	Very Low	High	Minor Adverse
6	B1119 Samundham Road	278	1.61	331	1.76	0.15	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	2.72	651	3.18	0.46	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	1.51	314	1.71	0.20	Very Low	High	Minor Adverse
9a	A1094 (W)	664	3.26	687	3.40	0.14	Very Low	Medium	Minor Adverse
9b	Snape Road	324	1.74	387	1.94	0.20	Very Low	High	Minor Adverse
9c	A1094 (E)	720	3.61	811	4.25	0.63	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	513	2.45	61	1.28	-1.18	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	1.26	666	3.27	2.01	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
11	B1125 through Westleton	242	1.53	253	1.55	0.02	Very Low	High	Minor Adverse
12a	B1121 (N)	306	1.69	312	1.70	0.02	Very Low	High	Minor Adverse
12b	B1119 (E)	296	1.66	332	1.76	0.10	Very Low	High	Minor Adverse
13a	A12 (N)	1082	6.58	1168	7.45	0.88	Very Low	Low	Negligible
13b	B1122	342	1.79	376	1.90	0.11	Very Low	Low	Negligible
13d	A1120	296	1.66	334	1.77	0.11	Very Low	High	Minor Adverse
16	A12 Wrentham	776	3.99	900	4.94	0.94	Very Low	High	Minor Adverse
17a	A12 (N)	858	4.60	1020	5.98	1.38	Very Low	Medium	Minor Adverse
17c	A12 (S)	664	3.26	824	4.34	1.08	Very Low	Medium	Minor Adverse
19b	A12 (N)	1167	7.44	1168	7.45	0.01	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	856	4.59	928	5.17	0.58	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	5.63	1048	6.25	0.62	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	5.63	1046	6.23	0.60	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	7.09	1210	7.91	0.82	Very Low	Very low	Negligible
22b	A1094	670	3.30	687	3.40	0.10	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1517	11.71	26	1.26	-10.44	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	1514	11.67	21	1.26	-10.40	Very Low	Medium	Minor Beneficial

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
23A	A12 Two Village Bypass	0	1.26	1589	12.72	11.46	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	1511	11.63	19	1.26	-10.36	Very Low	Medium	Minor Beneficial
25	A12 Little Glemham	1511	11.63	1609	13.01	1.39	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	12.11	1649	13.61	1.49	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	14.80	1904	17.72	2.92	Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	1.62	358	1.84	0.22	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	1.48	225	1.49	0.01	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	1.31	114	1.32	0.01	Very Low	Very low	Negligible
32a	A12 (N)	1804	16.04	1973	18.93	2.90	Low	Very low	Negligible
32c	A12 (S)	3048	43.44	3200	47.75	4.31	Low	Medium	Minor Adverse
33	A12 south of Woodbridge	3547	58.38	3626	60.95	2.57	Low	Very low	Negligible
34a	A12 (N)	3701	63.45	3814	67.30	3.86	Low	Very low	Negligible
34b	Main Road (E)	419	2.06	404	2.00	-0.06	Very Low	High	Minor Beneficial
34c	A12 (S)	2598	31.90	2709	34.58	2.67	Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	3048	43.44	3200	47.75	4.31	Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	828	4.37	913	5.04	0.67	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	573	2.75	676	3.33	0.58	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
41	B1125 through Middleton	204	1.45	238	1.52	0.07	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	2.81	655	3.21	0.40	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	2.49	579	2.78	0.29	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	2.02	466	2.25	0.23	Very Low	High	Minor Adverse
53b	A12 (north of A144)	689	3.42	855	4.58	1.16	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	1.26	151	1.36	0.10	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	813	4.26	925	5.14	0.88	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	1.26	504	2.41	1.15	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	513	2.45	707	3.53	1.07	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	1.26	360	1.85	0.59	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	300	1.67	9	1.26	-0.41	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	1.26	488	2.34	1.08	Very Low	Very low	Negligible
68	Darsham P&R	0	1.26	291	1.64	0.38	Very Low	Very low	Negligible
69	Wickham Market P&R	0	1.26	217	1.47	0.21	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	102	1.31	316	1.71	0.41	Very Low	Very low	Negligible
73	B1078 south of B1116	589	2.84	696	3.46	0.62	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	1.79	24	1.26	-0.53	Very Low	Medium	Minor Beneficial

Link Number	Link Name	Reference Case		Reference Case + Sizewell		Mean Pedestrian Delay Change (seconds)	Magnitude	Sensitivity	Effect Significance
		2028 ref case (total vehicles)	Mean Pedestrian Delay (seconds)	2028 ref + Sizewell	Mean Pedestrian Delay (seconds)				
75	Lovers Lane	357	1.84	419	2.06	0.22	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	2.28	571	2.74	0.46	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	1.66	449	2.18	0.51	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	6.18	1105	6.80	0.62	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	1.27	68	1.28	0.01	Very Low	High	Minor Adverse
83	A145 west of A12	207	1.45	235	1.51	0.06	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	3.54	836	4.43	0.89	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	4.82	1025	6.03	1.21	Very Low	Very low	Negligible
86	A12 south of B1387	697	3.47	854	4.57	1.11	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	46.34	3263	49.60	3.26	Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	31.97	2721	34.87	2.90	Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	1.62	318	1.72	0.10	Very Low	High	Minor Adverse

1.3 Amenity

Table 1.21: Amenity 2023 Early Years 24 Hour AAWT Total Traffic + SPR

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	6574	7590	15%	Very Low	Medium	Minor Adverse
2	King George's Avenue	4431	5233	18%	Very Low	High	Minor Adverse
3	Lovers Lane (LEEIE)	2842	4518	59%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3039	3582	18%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2847	4294	51%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5437	7308	34%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4215	4755	13%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	4757	5250	10%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6270	6866	9%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3279	3408	4%	Very Low	High	Minor Adverse
9a	A1094 (W)	8078	8760	8%	Very Low	Medium	Minor Adverse
9b	Snape Road	4474	4619	3%	Very Low	High	Minor Adverse
9c	A1094 (E)	8785	9525	8%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
10	B1122 through Theberton	5424	7296	35%	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2601	3256	25%	Very Low	High	Minor Adverse
12a	B1121 (N)	4998	5403	8%	Very Low	High	Minor Adverse
12b	B1119 (E)	4946	5444	10%	Very Low	High	Minor Adverse
12c	B1121 (S)	3838	4447	16%	Very Low	Medium	Minor Adverse
13b	B1122	3836	5071	32%	Very Low	Low	Negligible
13c	A12 (middle)	15257	16688	9%	Very Low	High	Minor Adverse
13d	A1120	3891	4379	13%	Very Low	High	Minor Adverse
13e	A12 (S)	12582	13726	9%	Very Low	Medium	Minor Adverse
16	A12 Wrentham	10037	10728	7%	Very Low	High	Minor Adverse
17a	A12 (N)	11354	12312	8%	Very Low	Medium	Minor Adverse
17b	B1125	1913	2518	32%	Very Low	Medium	Minor Adverse
17c	A12 (S)	9278	9629	4%	Very Low	Medium	Minor Adverse
19b	A12 (N)	11311	12178	8%	Very Low	Medium	Minor Adverse
19d	A12 (S)	12220	12629	3%	Very Low	Low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
21b	A12 (north of B1119)	12862	14120	10%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15132	16393	8%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	14504	15433	6%	Very Low	Medium	Minor Adverse
22a	A12 (N)	16815	18225	8%	Very Low	Very low	Negligible
22b	A1094	8116	9072	12%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	21368	23336	9%	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	21358	23316	9%	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	21338	23291	9%	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	21338	23291	9%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	21987	23934	9%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	23485	24866	6%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4392	4834	10%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	1938	2087	8%	Very Low	Very low	Negligible
32a	A12 (N)	24586	25795	5%	Very Low	Very low	Negligible
32c	A12 (S)	41325	42217	2%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
33	A12 south of Woodbridge	48192	48176	0%	Very Low	Very low	Negligible
34a	A12 (N)	50964	51307	1%	Very Low	Very low	Negligible
34c	A12 (S)	38785	38962	0%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	41325	42217	2%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	10180	10978	8%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	6224	7055	13%	Very Low	Very low	Negligible
41	B1125 through Middleton	2059	2707	32%	Very Low	Medium	Minor Adverse
42	B1125 (south of B1387)	2147	2764	29%	Very Low	Medium	Minor Adverse
44	A1120 (west of Dennington)	4629	4861	5%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	4880	5034	3%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	10010	10366	4%	Very Low	Medium	Minor Adverse
58	A12 (north of SLR)	12294	13426	9%	Very Low	Very low	Negligible
59	A12 (south of SLR)	12294	13632	11%	Very Low	Very low	Negligible
64	B1122 north of SZC access	5424	7296	35%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3227	4440	38%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
67	Main Site Access	0	792	792139%	High	Very low	Minor Adverse
68	Darsham P&R	0	282	281900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	224	223900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	1939	2271	17%	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	3836	5047	32%	Very Low	Medium	Minor Adverse
75	Lovers Lane	2847	4514	59%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	14579	15532	7%	Very Low	Medium	Minor Adverse
83	A145 west of A12	2473	2681	8%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	8982	9689	8%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	11486	12244	7%	Very Low	Very low	Negligible
86	A12 south of B1387	9856	10228	4%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	45374	45644	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	37558	38171	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3642	4136	14%	Very Low	High	Minor Adverse

Table 1.22: Amenity 2023 Early Years Early Year Representative Hour + SPR

Link Number	Link Name	Reference Case (Total traffic in the hour)	Reference Case + Sizewell (Total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	694	784	13%	Very Low	Medium	Minor Adverse
2	King George's Avenue	418	582	39%	Very Low	High	Minor Adverse
3	Lovers Lane (LEEIE)	348	585	68%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	221	311	41%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	351	555	58%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	503	771	53%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	247	336	36%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	263	352	34%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	540	661	22%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	227	254	12%	Very Low	High	Minor Adverse
9a	A1094 (W)	639	770	21%	Very Low	Medium	Minor Adverse
9b	Snape Road	312	349	12%	Very Low	High	Minor Adverse
9c	A1094 (E)	695	832	20%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	503	795	58%	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	235	378	61%	Very Low	High	Minor Adverse
12a	B1121 (N)	299	337	13%	Very Low	High	Minor Adverse
12b	B1119 (E)	279	370	33%	Very Low	High	Minor Adverse
12c	B1121 (S)	223	293	31%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (Total traffic in the hour)	Reference Case + Sizewell (Total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
13b	B1122	334	488	46%	Very Low	Low	Negligible
13c	A12 (middle)	1014	1262	24%	Very Low	High	Minor Adverse
13d	A1120	287	395	38%	Very Low	High	Minor Adverse
13e	A12 (S)	795	994	25%	Very Low	Medium	Minor Adverse
16	A12 Wrentham	744	911	22%	Very Low	High	Minor Adverse
17a	A12 (N)	831	1058	27%	Very Low	Medium	Minor Adverse
17b	B1125	191	321	68%	Very Low	Medium	Minor Adverse
17c	A12 (S)	641	737	15%	Very Low	Medium	Minor Adverse
19b	A12 (N)	1071	1067	0%	Very Low	Medium	Minor Beneficial
19d	A12 (S)	873	940	8%	Very Low	Low	Negligible
21b	A12 (north of B1119)	823	1031	25%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	944	1153	22%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	928	1122	21%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1073	1325	23%	Very Low	Very low	Negligible
22b	A1094	642	825	29%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1442	1777	23%	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	1439	1775	23%	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	1435	1770	23%	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	1435	1771	23%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1472	1805	23%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (Total traffic in the hour)	Reference Case + Sizewell (Total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
27	A12 south of Wickham Market	1663	1920	15%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	254	296	17%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	92	125	36%	Very Low	Very low	Negligible
32a	A12 (N)	1746	1987	14%	Very Low	Very low	Negligible
32c	A12 (S)	2940	3200	9%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	3469	3643	5%	Very Low	Very low	Negligible
34a	A12 (N)	3561	3731	5%	Very Low	Very low	Negligible
34c	A12 (S)	2463	2580	5%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	2940	3200	9%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	786	929	18%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	544	685	26%	Very Low	Very low	Negligible
41	B1125 through Middleton	200	341	71%	Very Low	Medium	Minor Adverse
42	B1125 (south of B1387)	209	343	64%	Very Low	Medium	Minor Adverse
44	A1120 (west of Dennington)	348	392	13%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	392	437	11%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	674	774	15%	Very Low	Medium	Minor Adverse
58	A12 (north of SLR)	784	979	25%	Very Low	Very low	Negligible
59	A12 (south of SLR)	784	1008	29%	Very Low	Very low	Negligible
64	B1122 north of SZC access	503	795	58%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	294	443	51%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (Total traffic in the hour)	Reference Case + Sizewell (Total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
67	Main Site Access	0	162	161900%	High	Very low	Minor Adverse
68	Darsham P&R	0	88	87900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	67	66900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	92	191	108%	Low	Very low	Negligible
74	B1122 (Middleton Moor)	334	483	45%	Very Low	Medium	Minor Adverse
75	Lovers Lane	351	585	67%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	952	1157	22%	Very Low	Medium	Minor Adverse
83	A145 west of A12	204	239	17%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	679	850	25%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	850	1038	22%	Very Low	Very low	Negligible
86	A12 south of B1387	672	772	15%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2982	3121	5%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2508	2638	5%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	273	380	39%	Very Low	High	Minor Adverse

Table 1.23: Amenity 2023 Early Years Early Year 24 Hour AAWT HDVs + SPR

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	10	652	6145%	High	Medium	Major Adverse
2	King George's Avenue	17	17	0%	Very Low	High	Nil
3	Lovers Lane (LEEIE)	9	930	10665%	High	Medium	Major Adverse
4a	B1122 (S)	92	92	0%	Very Low	Medium	Nil
4b	Lovers Lane	28	729	2529%	High	Medium	Major Adverse
4c	B1122 (N)	89	790	789%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	113	113	0%	Very Low	High	Nil
6	B1119 Samundham Road	125	125	0%	Very Low	High	Nil
7	B1069 Coldfair Green	133	131	-1%	Very Low	High	Minor Beneficial
8	B1122 Aldeburgh	49	60	23%	Very Low	High	Minor Adverse
9a	A1094 (W)	214	381	78%	Very Low	Medium	Minor Adverse
9b	Snape Road	102	102	0%	Very Low	High	Nil
9c	A1094 (E)	215	381	78%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	89	791	786%	High	Medium	Major Adverse
11	B1125 through Westleton	10	10	0%	Very Low	High	Nil
12a	B1121 (N)	39	39	0%	Very Low	High	Nil
12b	B1119 (E)	135	135	0%	Very Low	High	Nil
12c	B1121 (S)	142	142	0%	Very Low	Medium	Nil
13b	B1122	112	838	646%	High	Low	Moderate Adverse
13c	A12 (middle)	816	1539	89%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
13d	A1120	130	130	0%	Very Low	High	Nil
13e	A12 (S)	684	1408	106%	Low	Medium	Minor Adverse
16	A12 Wrentham	433	563	30%	Very Low	High	Minor Adverse
17a	A12 (N)	661	853	29%	Very Low	Medium	Minor Adverse
17b	B1125	0	0	0%	Very Low	Medium	Nil
17c	A12 (S)	661	853	29%	Very Low	Medium	Minor Adverse
19b	A12 (N)	13	143	1039%	High	Medium	Major Adverse
19d	A12 (S)	395	530	34%	Very Low	Low	Negligible
21b	A12 (north of B1119)	680	1543	127%	Low	Medium	Minor Adverse
21c	A12 (middle)	696	1560	124%	Low	Medium	Minor Adverse
21e	A12 (south of B1119)	726	1590	119%	Low	Medium	Minor Adverse
22a	A12 (N)	850	1712	101%	Low	Very low	Negligible
22b	A1094	216	503	133%	Medium	Medium	Moderate Adverse
22c	A12 (S) (Farnham)	924	1987	115%	Low	Medium	Minor Adverse
23	A12 Farnham Bend	928	1996	115%	Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	928	1994	115%	Low	Medium	Minor Adverse
25	A12 Little Glemham	928	1994	115%	Low	Medium	Minor Adverse
26	A12 Marlesford	936	2002	114%	Low	Medium	Minor Adverse
27	A12 south of Wickham Market	976	2069	112%	Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	154	154	0%	Very Low	High	Nil
29	B1078 onslip to A12	67	70	5%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
32a	A12 (N)	1095	2189	100%	Very Low	Very low	Negligible
32c	A12 (S)	1919	2998	56%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	2449	3502	43%	Very Low	Very low	Negligible
34a	A12 (N)	2990	4043	35%	Very Low	Very low	Negligible
34c	A12 (S)	2322	3380	46%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	1919	2998	56%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	222	388	75%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	140	319	127%	Low	Very low	Negligible
41	B1125 through Middleton	10	10	0%	Very Low	Medium	Nil
42	B1125 (south of B1387)	0	0	0%	Very Low	Medium	Nil
44	A1120 (west of Dennington)	145	145	0%	Very Low	High	Nil
53a	A144 (west of A12)	223	221	-1%	Very Low	High	Minor Beneficial
53b	A12 (north of A144)	671	868	29%	Very Low	Medium	Minor Adverse
58	A12 (north of SLR)	674	1397	107%	Low	Very low	Negligible
59	A12 (south of SLR)	674	1537	128%	Low	Very low	Negligible
64	B1122 north of SZC access	89	791	786%	High	Medium	Major Adverse
66	B1122 west of B1125	103	804	683%	High	Medium	Major Adverse
67	Main Site Access	0	0	0%	Very Low	Very low	Nil
68	Darsham P&R	0	46	45900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	42	41900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	67	106	59%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
74	B1122 (Middleton Moor)	112	814	625%	High	Medium	Major Adverse
75	Lovers Lane	28	949	3322%	High	Medium	Major Adverse
78	A12 (north of B1121)	726	1590	119%	Low	Medium	Minor Adverse
83	A145 west of A12	288	355	23%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	477	607	27%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	669	797	19%	Very Low	Very low	Negligible
86	A12 south of B1387	661	853	29%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2210	3270	48%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2325	3367	45%	Very Low	Very low	Negligible

Table 1.24: Amenity 2023 Early Years Early Year Representative Hour HDVs + SPR

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	4	48	1100%	High	Medium	Major Adverse
2	King George's Avenue	3	3	0%	Very Low	High	Nil
3	Lovers Lane (LEEIE)	2	70	3400%	High	Medium	Major Adverse
4a	B1122 (S)	9	9	0%	Very Low	Medium	Nil
4b	Lovers Lane	3	41	1267%	High	Medium	Major Adverse
4c	B1122 (N)	10	49	390%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	11	11	0%	Very Low	High	Nil
6	B1119 Samundham Road	11	11	0%	Very Low	High	Nil
7	B1069 Coldfair Green	13	13	0%	Very Low	High	Nil
8	B1122 Aldeburgh	5	7	40%	Very Low	High	Minor Adverse
9a	A1094 (W)	25	45	80%	Very Low	Medium	Minor Adverse
9b	Snape Road	10	10	0%	Very Low	High	Nil
9c	A1094 (E)	22	42	91%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	10	49	390%	High	Medium	Major Adverse
11	B1125 through Westleton	1	1	0%	Very Low	High	Nil
12a	B1121 (N)	4	4	0%	Very Low	High	Nil
12b	B1119 (E)	12	12	0%	Very Low	High	Nil
12c	B1121 (S)	12	12	0%	Very Low	Medium	Nil
13b	B1122	12	57	375%	High	Low	Moderate Adverse
13c	A12 (middle)	75	118	57%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
13d	A1120	14	14	0%	Very Low	High	Nil
13e	A12 (S)	62	105	69%	Very Low	Medium	Minor Adverse
16	A12 Wrentham	37	49	32%	Very Low	High	Minor Adverse
17a	A12 (N)	60	79	32%	Very Low	Medium	Minor Adverse
17b	B1125	0	0	0%	Very Low	Medium	Nil
17c	A12 (S)	60	79	32%	Very Low	Medium	Minor Adverse
19b	A12 (N)	2	13	550%	High	Medium	Major Adverse
19d	A12 (S)	38	50	32%	Very Low	Low	Negligible
21b	A12 (north of B1119)	61	115	89%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	63	117	86%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	64	119	86%	Very Low	Medium	Minor Adverse
22a	A12 (N)	75	131	75%	Very Low	Very low	Negligible
22b	A1094	25	52	108%	Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	79	153	94%	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	79	155	96%	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	79	154	95%	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	79	155	96%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	79	155	96%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	79	160	103%	Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	16	16	0%	Very Low	High	Nil
29	B1078 onslip to A12	6	6	0%	Very Low	Very low	Nil

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
32a	A12 (N)	88	170	93%	Very Low	Very low	Negligible
32c	A12 (S)	145	227	57%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	202	285	41%	Very Low	Very low	Negligible
34a	A12 (N)	253	336	33%	Very Low	Very low	Negligible
34c	A12 (S)	196	279	42%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	145	227	57%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	22	42	91%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	14	36	157%	Medium	Very low	Minor Adverse
41	B1125 through Middleton	1	1	0%	Very Low	Medium	Nil
42	B1125 (south of B1387)	0	0	0%	Very Low	Medium	Nil
44	A1120 (west of Dennington)	14	14	0%	Very Low	High	Nil
53a	A144 (west of A12)	24	24	0%	Very Low	High	Nil
53b	A12 (north of A144)	62	81	31%	Very Low	Medium	Minor Adverse
58	A12 (north of SLR)	61	104	70%	Very Low	Very low	Negligible
59	A12 (south of SLR)	61	112	84%	Very Low	Very low	Negligible
64	B1122 north of SZC access	10	49	390%	High	Medium	Major Adverse
66	B1122 west of B1125	12	52	333%	High	Medium	Major Adverse
67	Main Site Access	0	0	0%	Very Low	Very low	Nil
68	Darsham P&R	0	5	4900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	3	2900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	6	9	50%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
74	B1122 (Middleton Moor)	12	52	333%	High	Medium	Major Adverse
75	Lovers Lane	3	71	2267%	High	Medium	Major Adverse
78	A12 (north of B1121)	64	119	86%	Very Low	Medium	Minor Adverse
83	A145 west of A12	31	38	23%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	41	53	29%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	60	72	20%	Very Low	Very low	Negligible
86	A12 south of B1387	60	79	32%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	182	265	46%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	197	281	43%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	14	14	0%	Very Low	High	Nil

Table 1.25: Amenity 2028 Preferred Strategy (Typical Day) 24 Hour AAWT + SPR

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	6765	7173	6%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	2958	3764	27%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	6597	106%	Low	Medium	Minor Adverse
4b	Lovers Lane	2968	3635	22%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	9565	71%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4414	7844	78%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5131	5902	15%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	7548	16%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3387	4179	23%	Very Low	High	Minor Adverse
9a	A1094 (W)	8402	8856	5%	Very Low	Medium	Minor Adverse
9b	Snape Road	4669	5276	13%	Very Low	High	Minor Adverse
9c	A1094 (E)	9085	10138	12%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5563	492	-91%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	8002	8001905%	High	Medium	Major Adverse
11	B1125 through Westleton	2693	3091	15%	Very Low	High	Minor Adverse
12a	B1121 (N)	5132	5343	4%	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	5901	11%	Very Low	High	Minor Adverse
13a	A12 (N)	15820	16744	6%	Very Low	Low	Negligible
13b	B1122	3964	4332	9%	Very Low	Low	Negligible
13d	A1120	4111	4713	15%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	10620	11851	12%	Very Low	High	Minor Adverse
19b	A12 (N)	15091	15164	0%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13471	14213	6%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15918	16581	4%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15531	16034	3%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	18865	6%	Very Low	Very low	Negligible
22b	A1094	8451	8867	5%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	22419	298	-99%	High	Medium	Major Beneficial
23	A12 Farnham Bend	22412	279	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	23593	23593045%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	22389	265	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	22389	23863	7%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	24528	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24724	26763	8%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	5602	22%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3353	3442	3%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2070	2253	9%	Very Low	Very low	Negligible
32a	A12 (N)	25811	27598	7%	Very Low	Very low	Negligible
32c	A12 (S)	42586	43921	3%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	7316	7655	5%	Very Low	High	Minor Adverse
38b	A12 Woodbridge n/o B1079	42586	43921	3%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
39a	A1094 (west of B1069)	10631	11707	10%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	6476	7696	19%	Very Low	Very low	Negligible
41	B1125 through Middleton	2112	2875	36%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8830	9825	11%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7502	8156	9%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	5721	14%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	2001	2000932%	High	Medium	Major Adverse
59	A12 (south of SLR)	12800	14133	10%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	5983	5983162%	High	Medium	Major Adverse
64	B1122 north of SZC access	5563	8223	48%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	4118	4118004%	High	Medium	Major Adverse
66	B1122 west of B1125	3313	117	-96%	High	Medium	Major Beneficial
67	Main Site Access	0	5332	5332205%	High	Very low	Minor Adverse
68	Darsham P&R	0	2563	2562448%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	2261	2260565%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	2071	4536	119%	Low	Very low	Negligible
73	B1078 south of B1116	8083	9592	19%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3964	346	-91%	High	Medium	Major Beneficial
75	Lovers Lane	2968	3775	27%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5450	6535	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4259	5707	34%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
78	A12 (north of B1121)	15963	16444	3%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	751	953	27%	Very Low	High	Minor Adverse
83	A145 west of A12	2528	2994	18%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	10775	13%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	13506	12%	Very Low	Very low	Negligible
86	A12 south of B1387	10297	11836	15%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48145	48553	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	39306	39867	1%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3860	4429	15%	Very Low	High	Minor Adverse

Table 1.26: Amenity 2028 Preferred Strategy (Typical Day) Representative Hour + SPR

Link Number	Link Name	Reference Case (Total traffic in the hour)	Reference Case + Sizewell (Total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	715	731	2%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	353	414	17%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	Medium	Medium	Moderate Adverse
4b	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	875	70%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	124%	Low	High	Moderate Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	651	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	315	35%	Very Low	High	Minor Adverse
9a	A1094 (W)	664	690	4%	Very Low	Medium	Minor Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
9c	A1094 (E)	720	815	13%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	513	40	-92%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	660	659746%	High	Medium	Major Adverse
11	B1125 through Westleton	242	253	5%	Very Low	High	Minor Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	333	13%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1172	8%	Very Low	Low	Negligible
13b	B1122	342	372	9%	Very Low	Low	Negligible
13d	A1120	296	334	13%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (Total traffic in the hour)	Reference Case + Sizewell (Total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	776	903	16%	Very Low	High	Minor Adverse
19b	A12 (N)	1167	1164	0%	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	856	914	7%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	1033	5%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	1031	5%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1196	6%	Very Low	Very low	Negligible
22b	A1094	670	689	3%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1517	26	-98%	High	Medium	Major Beneficial
23	A12 Farnham Bend	1514	21	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	1577	1576977%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	1511	1597	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1636	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1906	10%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	355	26%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	112	10%	Very Low	Very low	Negligible
32a	A12 (N)	1804	1977	10%	Very Low	Very low	Negligible
32c	A12 (S)	3048	3209	5%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	419	404	-4%	Very Low	High	Minor Beneficial
38b	A12 Woodbridge n/o B1079	3048	3209	5%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (Total traffic in the hour)	Reference Case + Sizewell (Total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
39a	A1094 (west of B1069)	828	915	11%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	573	677	18%	Very Low	Very low	Negligible
41	B1125 through Middleton	204	238	17%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	652	12%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	578	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	466	14%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	129	128438%	High	Medium	Major Adverse
59	A12 (south of SLR)	813	911	12%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	476	475746%	High	Medium	Major Adverse
64	B1122 north of SZC access	513	682	33%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	355	354977%	High	Medium	Major Adverse
66	B1122 west of B1125	300	9	-97%	High	Medium	Major Beneficial
67	Main Site Access	0	463	462746%	High	Very low	Minor Adverse
68	Darsham P&R	0	291	290900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	224	223900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	102	321	215%	High	Very low	Minor Adverse
73	B1078 south of B1116	589	709	20%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	High	Medium	Major Beneficial
75	Lovers Lane	357	419	17%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	572	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (Total traffic in the hour)	Reference Case + Sizewell (Total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
78	A12 (north of B1121)	1041	1091	5%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	67	26%	Very Low	High	Minor Adverse
83	A145 west of A12	207	237	14%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	840	18%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1028	16%	Very Low	Very low	Negligible
86	A12 south of B1387	697	860	23%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3245	3%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2699	4%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.27: Amenity 2028 Preferred Strategy (Typical Day) 24 Hour AAWT HDVs + SPR

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	10	112	972%	High	Medium	Major Adverse
3	Lovers Lane (LEEIE)	9	279	3128%	High	Medium	Major Adverse
4a	B1122 (S)	92	304	231%	High	Medium	Major Adverse
4b	Lovers Lane	28	154	456%	High	Medium	Major Adverse
4c	B1122 (N)	91	433	377%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	117	330	184%	High	High	Major Adverse
6	B1119 Samundham Road	125	149	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	133	137	3%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	49	60	23%	Very Low	High	Minor Adverse
9a	A1094 (W)	216	381	76%	Very Low	Medium	Minor Adverse
9b	Snape Road	102	102	0%	Very Low	High	Nil
9c	A1094 (E)	215	377	76%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	91	0	-100%	Medium	Medium	Moderate Beneficial
10A	Theberton Bypass	0	1232	1232320%	High	Medium	Major Adverse
11	B1125 through Westleton	10	10	0%	Very Low	High	Nil
12a	B1121 (N)	43	67	56%	Very Low	High	Minor Adverse
12b	B1119 (E)	135	151	12%	Very Low	High	Minor Adverse
13a	A12 (N)	918	1255	37%	Very Low	Low	Negligible
13b	B1122	112	434	287%	High	Low	Moderate Adverse
13d	A1120	134	138	3%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	441	594	35%	Very Low	High	Minor Adverse
19b	A12 (N)	213	291	36%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	692	1521	120%	Low	Medium	Minor Adverse
21c	A12 (middle)	698	1527	119%	Low	Medium	Minor Adverse
21e	A12 (south of B1119)	728	1557	114%	Low	Medium	Minor Adverse
22a	A12 (N)	853	1679	97%	Very Low	Very low	Negligible
22b	A1094	220	385	75%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	932	11	-99%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	939	11	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	1866	1866120%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	943	13	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	943	1890	100%	Low	Medium	Minor Adverse
26	A12 Marlesford	949	1900	100%	Low	Medium	Minor Adverse
27	A12 south of Wickham Market	984	1754	78%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	160	145	-9%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	11	0	-99%	Medium	High	Major Beneficial
29	B1078 onslip to A12	69	137	99%	Very Low	Very low	Negligible
32a	A12 (N)	1112	1846	66%	Very Low	Very low	Negligible
32c	A12 (S)	1934	2632	36%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	0	72	71900%	High	High	Major Adverse
38b	A12 Woodbridge n/o B1079	1934	2632	36%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
39a	A1094 (west of B1069)	222	384	74%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	140	326	132%	Medium	Very low	Minor Adverse
41	B1125 through Middleton	10	10	0%	Very Low	Medium	Nil
51	B1078 (through Gibraltar)	516	510	-1%	Very Low	High	Minor Beneficial
52	B1078 (west of Coddenham)	506	506	0%	Very Low	High	Nil
53a	A144 (west of A12)	223	221	-1%	Very Low	High	Minor Beneficial
57	Sizewell Link Road (east of A12)	0	825	825310%	High	Medium	Major Adverse
59	A12 (south of SLR)	686	1515	121%	Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	1253	1253330%	High	Medium	Major Adverse
64	B1122 north of SZC access	91	1234	1253%	High	Medium	Major Adverse
65	Middleton Moor Link	0	432	432213%	High	Medium	Major Adverse
66	B1122 west of B1125	106	0	-100%	Medium	Medium	Moderate Beneficial
67	Main Site Access	0	1272	1272338%	High	Very low	Minor Adverse
68	Darsham P&R	0	152	151900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	152	151900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	69	137	99%	Very Low	Very low	Negligible
73	B1078 south of B1116	169	240	42%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	112	4	-97%	Medium	Medium	Moderate Beneficial
75	Lovers Lane	28	294	960%	High	Medium	Major Adverse
76	B1069 (north of Aldringham Lane)	109	208	90%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	22	115	414%	High	Medium	Major Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
78	A12 (north of B1121)	728	1557	114%	Low	Medium	Minor Adverse
82	B1438 Melton Hill	75	64	-15%	Very Low	High	Minor Beneficial
83	A145 west of A12	292	331	13%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	483	636	32%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	682	836	23%	Very Low	Very low	Negligible
86	A12 south of B1387	675	867	28%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2214	2811	27%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2313	2922	26%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	132	136	3%	Very Low	High	Minor Adverse

Table 1.28: Amenity 2028 Preferred Strategy (Typical Day) Representative Hour HDVs + SPR

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	4	16	300%	High	Medium	Major Adverse
3	Lovers Lane (LEEIE)	2	38	1800%	High	Medium	Major Adverse
4a	B1122 (S)	9	27	200%	High	Medium	Major Adverse
4b	Lovers Lane	3	28	833%	High	Medium	Major Adverse
4c	B1122 (N)	11	53	382%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	12	29	142%	Medium	High	Major Adverse
6	B1119 Samundham Road	11	13	18%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	13	13	0%	Very Low	High	Nil
8	B1122 Aldeburgh	5	7	40%	Very Low	High	Minor Adverse
9a	A1094 (W)	25	45	80%	Very Low	Medium	Minor Adverse
9b	Snape Road	10	10	0%	Very Low	High	Nil
9c	A1094 (E)	22	42	91%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	11	0	-99%	Medium	Medium	Moderate Beneficial
10A	Theberton Bypass	0	84	83746%	High	Medium	Major Adverse
11	B1125 through Westleton	1	1	0%	Very Low	High	Nil
12a	B1121 (N)	4	6	50%	Very Low	High	Minor Adverse
12b	B1119 (E)	12	13	8%	Very Low	High	Minor Adverse
13a	A12 (N)	86	111	29%	Very Low	Low	Negligible
13b	B1122	12	35	192%	High	Low	Moderate Adverse
13d	A1120	14	14	0%	Very Low	High	Nil

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	38	49	29%	Very Low	High	Minor Adverse
19b	A12 (N)	15	23	52%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	63	114	81%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	63	114	81%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	65	115	77%	Very Low	Medium	Minor Adverse
22a	A12 (N)	75	127	69%	Very Low	Very low	Negligible
22b	A1094	26	45	73%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	80	2	-98%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	80	2	-98%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	148	147977%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	80	2	-98%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	80	151	89%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	80	153	91%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	82	143	75%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	17	14	-18%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	2	0	-95%	Medium	High	Major Beneficial
29	B1078 onslip to A12	6	12	100%	Very Low	Very low	Negligible
32a	A12 (N)	91	151	66%	Very Low	Very low	Negligible
32c	A12 (S)	148	210	42%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	0	4	3900%	High	High	Major Adverse
38b	A12 Woodbridge n/o B1079	148	210	42%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
39a	A1094 (west of B1069)	22	42	91%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	15	37	147%	Medium	Very low	Minor Adverse
41	B1125 through Middleton	1	1	0%	Very Low	Medium	Nil
51	B1078 (through Gibraltar)	46	46	0%	Very Low	High	Nil
52	B1078 (west of Coddenham)	45	45	0%	Very Low	High	Nil
53a	A144 (west of A12)	24	24	0%	Very Low	High	Nil
57	Sizewell Link Road (east of A12)	0	51	50438%	High	Medium	Major Adverse
59	A12 (south of SLR)	62	114	84%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	85	84746%	High	Medium	Major Adverse
64	B1122 north of SZC access	11	84	662%	High	Medium	Major Adverse
65	Middleton Moor Link	0	35	34977%	High	Medium	Major Adverse
66	B1122 west of B1125	12	0	-99%	Medium	Medium	Moderate Beneficial
67	Main Site Access	0	89	88746%	High	Very low	Minor Adverse
68	Darsham P&R	0	12	11900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	12	11900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	6	12	100%	Very Low	Very low	Negligible
73	B1078 south of B1116	18	22	22%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	12	0	-99%	Medium	Medium	Moderate Beneficial
75	Lovers Lane	3	40	1233%	High	Medium	Major Adverse
76	B1069 (north of Aldringham Lane)	12	21	75%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	2	9	350%	High	Medium	Major Adverse

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
78	A12 (north of B1121)	65	116	79%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	7	5	-29%	Very Low	High	Minor Beneficial
83	A145 west of A12	32	36	11%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	42	53	26%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	61	72	18%	Very Low	Very low	Negligible
86	A12 south of B1387	62	77	24%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	186	242	30%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	201	256	28%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	14	14	0%	Very Low	High	Nil

Table 1.29: Amenity 2028 Preferred Strategy (Busiest Day) 24 Hour AAWT + SPR

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	6765	7173	6%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	2958	3752	27%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	6599	106%	Low	Medium	Minor Adverse
4b	Lovers Lane	2968	3622	22%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	9555	71%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4414	7844	78%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5131	5921	15%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	7543	16%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3387	4177	23%	Very Low	High	Minor Adverse
9a	A1094 (W)	8402	8841	5%	Very Low	Medium	Minor Adverse
9b	Snape Road	4669	5285	13%	Very Low	High	Minor Adverse
9c	A1094 (E)	9085	10122	11%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5563	576	-90%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	8107	8107378%	High	Medium	Major Adverse
11	B1125 through Westleton	2693	3091	15%	Very Low	High	Minor Adverse
12a	B1121 (N)	5132	5390	5%	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	5919	11%	Very Low	High	Minor Adverse
13a	A12 (N)	15820	16736	6%	Very Low	Low	Negligible
13b	B1122	3964	4364	10%	Very Low	Low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
13d	A1120	4111	4772	16%	Very Low	High	Minor Adverse
16	A12 Wrentham	10620	11849	12%	Very Low	High	Minor Adverse
17a	A12 (N)	11772	13604	16%	Very Low	Medium	Minor Adverse
17c	A12 (S)	9661	11234	16%	Very Low	Medium	Minor Adverse
19b	A12 (N)	15091	15166	1%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13471	14277	6%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15918	16670	5%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15531	16075	4%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	18875	6%	Very Low	Very low	Negligible
22b	A1094	8451	8849	5%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	22419	298	-99%	High	Medium	Major Beneficial
23	A12 Farnham Bend	22412	279	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	23584	23583677%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	22389	265	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	22389	23860	7%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	24527	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24724	26690	8%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	5603	22%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3353	3465	3%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2070	2255	9%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
32a	A12 (N)	25811	27483	6%	Very Low	Very low	Negligible
32c	A12 (S)	42586	43736	3%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	49112	48987	0%	Very Low	Very low	Negligible
34b	Main Road (E)	7316	7680	5%	Very Low	High	Minor Adverse
34c	A12 (S)	40853	41097	1%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	42586	43736	3%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	10631	11697	10%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	6476	7689	19%	Very Low	Very low	Negligible
41	B1125 through Middleton	2112	2871	36%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8830	9844	11%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7502	8184	9%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	5717	14%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	10259	11905	16%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	2151	2150827%	High	Medium	Major Adverse
59	A12 (south of SLR)	12800	14167	11%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	6164	6163882%	High	Medium	Major Adverse
64	B1122 north of SZC access	5563	8411	51%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	4146	4145709%	High	Medium	Major Adverse
66	B1122 west of B1125	3313	117	-96%	High	Medium	Major Beneficial
67	Main Site Access	0	5530	5530248%	High	Very low	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
68	Darsham P&R	0	2563	2562448%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	2246	2245839%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	2071	4522	118%	Low	Very low	Negligible
73	B1078 south of B1116	8083	9557	18%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3964	344	-91%	High	Medium	Major Beneficial
75	Lovers Lane	2968	3762	27%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5450	6531	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4259	5707	34%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	15963	16470	3%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	751	988	31%	Very Low	High	Minor Adverse
83	A145 west of A12	2528	2993	18%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	10773	13%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	13503	11%	Very Low	Very low	Negligible
86	A12 south of B1387	10297	11840	15%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48145	48409	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	39306	39841	1%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3860	4502	17%	Very Low	High	Minor Adverse

Table 1.30: Amenity 2028 Preferred Strategy (Busiest Day) Representative Hour + SPR

Link Number	Link Name	Reference Case (Total traffic in the hour)	Reference Case + Sizewell (Total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	715	731	2%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	353	414	17%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	Medium	Medium	Moderate Adverse
4b	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	875	70%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	572	123%	Low	High	Moderate Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	651	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	314	34%	Very Low	High	Minor Adverse
9a	A1094 (W)	664	687	3%	Very Low	Medium	Minor Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
9c	A1094 (E)	720	811	13%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	513	61	-88%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	651	650600%	High	Medium	Major Adverse
11	B1125 through Westleton	242	253	5%	Very Low	High	Minor Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	332	12%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1166	8%	Very Low	Low	Negligible
13b	B1122	342	374	9%	Very Low	Low	Negligible
13d	A1120	296	334	13%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (Total traffic in the hour)	Reference Case + Sizewell (Total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	776	898	16%	Very Low	High	Minor Adverse
17a	A12 (N)	858	1018	19%	Very Low	Medium	Minor Adverse
17c	A12 (S)	664	822	24%	Very Low	Medium	Minor Adverse
19b	A12 (N)	1167	1166	0%	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	856	914	7%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	1034	5%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	1032	5%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1196	6%	Very Low	Very low	Negligible
22b	A1094	670	687	3%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1517	26	-98%	High	Medium	Major Beneficial
23	A12 Farnham Bend	1514	21	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	1575	1574500%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	1511	1594	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1634	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1888	9%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	358	27%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	114	12%	Very Low	Very low	Negligible
32a	A12 (N)	1804	1957	8%	Very Low	Very low	Negligible
32c	A12 (S)	3048	3183	4%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (Total traffic in the hour)	Reference Case + Sizewell (Total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
33	A12 south of Woodbridge	3547	3610	2%	Very Low	Very low	Negligible
34b	Main Road (E)	419	404	-4%	Very Low	High	Minor Beneficial
34c	A12 (S)	2598	2692	4%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	3048	3183	4%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	828	913	10%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	573	676	18%	Very Low	Very low	Negligible
41	B1125 through Middleton	204	238	17%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	655	12%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	579	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	466	14%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	689	853	24%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	138	137700%	High	Medium	Major Adverse
59	A12 (south of SLR)	813	912	12%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	488	488300%	High	Medium	Major Adverse
64	B1122 north of SZC access	513	692	35%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	358	357500%	High	Medium	Major Adverse
66	B1122 west of B1125	300	9	-97%	High	Medium	Major Beneficial
67	Main Site Access	0	473	472900%	High	Very low	Minor Adverse
68	Darsham P&R	0	291	290900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	217	216900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	102	316	210%	High	Very low	Minor Adverse

Link Number	Link Name	Reference Case (Total traffic in the hour)	Reference Case + Sizewell (Total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
73	B1078 south of B1116	589	696	18%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	High	Medium	Major Beneficial
75	Lovers Lane	357	419	17%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	571	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	1091	5%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	68	28%	Very Low	High	Minor Adverse
83	A145 west of A12	207	234	13%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	834	18%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1023	15%	Very Low	Very low	Negligible
86	A12 south of B1387	697	852	22%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3246	3%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2704	4%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.31: Amenity 2028 Preferred Strategy (Busiest Day) 24 Hour AAWT HDVs + SPR

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	10	112	972%	High	Medium	Major Adverse
3	Lovers Lane (LEEIE)	9	279	3128%	High	Medium	Major Adverse
4a	B1122 (S)	92	304	231%	High	Medium	Major Adverse
4b	Lovers Lane	28	154	456%	High	Medium	Major Adverse
4c	B1122 (N)	91	433	377%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	117	330	184%	High	High	Major Adverse
6	B1119 Samundham Road	125	149	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	133	137	3%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	49	60	23%	Very Low	High	Minor Adverse
9a	A1094 (W)	216	381	76%	Very Low	Medium	Minor Adverse
9b	Snape Road	102	102	0%	Very Low	High	Nil
9c	A1094 (E)	215	377	76%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	91	0	-100%	Medium	Medium	Moderate Beneficial
10A	Theberton Bypass	0	1432	1432320%	High	Medium	Major Adverse
11	B1125 through Westleton	10	10	0%	Very Low	High	Nil
12a	B1121 (N)	43	67	56%	Very Low	High	Minor Adverse
12b	B1119 (E)	135	151	12%	Very Low	High	Minor Adverse
13a	A12 (N)	918	1284	40%	Very Low	Low	Negligible
13b	B1122	112	464	313%	High	Low	Moderate Adverse
13d	A1120	134	138	3%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	441	613	39%	Very Low	High	Minor Adverse
17a	A12 (N)	673	894	33%	Very Low	Medium	Minor Adverse
17c	A12 (S)	673	894	33%	Very Low	Medium	Minor Adverse
19b	A12 (N)	213	310	45%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	692	1692	144%	Medium	Medium	Moderate Adverse
21c	A12 (middle)	698	1698	143%	Medium	Medium	Moderate Adverse
21e	A12 (south of B1119)	728	1728	137%	Medium	Medium	Moderate Adverse
22a	A12 (N)	853	1850	117%	Low	Very low	Negligible
22b	A1094	220	385	75%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	932	11	-99%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	939	11	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	2037	2036504%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	943	13	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	943	2060	119%	Low	Medium	Minor Adverse
26	A12 Marlesford	949	2071	118%	Low	Medium	Minor Adverse
27	A12 south of Wickham Market	984	1925	96%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	160	145	-9%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	11	0	-99%	Medium	High	Major Beneficial
29	B1078 onslip to A12	69	137	99%	Very Low	Very low	Negligible
32a	A12 (N)	1112	2016	81%	Very Low	Very low	Negligible
32c	A12 (S)	1934	2802	45%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
33	A12 south of Woodbridge	2467	3301	34%	Very Low	Very low	Negligible
34b	Main Road (E)	0	72	71900%	High	High	Major Adverse
34c	A12 (S)	2322	3091	33%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	1934	2802	45%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	222	384	74%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	140	326	132%	Medium	Very low	Minor Adverse
41	B1125 through Middleton	10	10	0%	Very Low	Medium	Nil
51	B1078 (through Gibraltar)	516	510	-1%	Very Low	High	Minor Beneficial
52	B1078 (west of Coddenham)	506	506	0%	Very Low	High	Nil
53a	A144 (west of A12)	223	221	-1%	Very Low	High	Minor Beneficial
53b	A12 (north of A144)	682	903	32%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	996	995694%	High	Medium	Major Adverse
59	A12 (south of SLR)	686	1686	146%	Medium	Very low	Minor Adverse
63	Theberton Bypass (west of B1125)	0	1453	1453330%	High	Medium	Major Adverse
64	B1122 north of SZC access	91	1434	1473%	High	Medium	Major Adverse
65	Middleton Moor Link	0	462	461828%	High	Medium	Major Adverse
66	B1122 west of B1125	106	0	-100%	Medium	Medium	Moderate Beneficial
67	Main Site Access	0	1472	1472338%	High	Very low	Minor Adverse
68	Darsham P&R	0	152	151900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	152	151900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	69	137	99%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
73	B1078 south of B1116	169	240	42%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	112	4	-97%	Medium	Medium	Moderate Beneficial
75	Lovers Lane	28	294	960%	High	Medium	Major Adverse
76	B1069 (north of Aldringham Lane)	109	208	90%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	22	115	414%	High	Medium	Major Adverse
78	A12 (north of B1121)	728	1728	137%	Medium	Medium	Moderate Adverse
82	B1438 Melton Hill	75	64	-15%	Very Low	High	Minor Beneficial
83	A145 west of A12	292	342	17%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	483	655	36%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	682	856	26%	Very Low	Very low	Negligible
86	A12 south of B1387	675	897	33%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2214	2981	35%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2313	3082	33%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	132	136	3%	Very Low	High	Minor Adverse

Table 1.32: Amenity 2028 Preferred Strategy (Busiest Day) Representative Hour HDVs + SPR

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (JDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	4	16	300%	High	Medium	Major Adverse
3	Lovers Lane (LEEIE)	2	38	1800%	High	Medium	Major Adverse
4a	B1122 (S)	9	27	200%	High	Medium	Major Adverse
4b	Lovers Lane	3	28	833%	High	Medium	Major Adverse
4c	B1122 (N)	11	53	382%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	12	29	142%	Medium	High	Major Adverse
6	B1119 Samundham Road	11	13	18%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	13	13	0%	Very Low	High	Nil
8	B1122 Aldeburgh	5	7	40%	Very Low	High	Minor Adverse
9a	A1094 (W)	25	45	80%	Very Low	Medium	Minor Adverse
9b	Snape Road	10	10	0%	Very Low	High	Nil
9c	A1094 (E)	22	42	91%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	11	0	-99%	Medium	Medium	Moderate Beneficial
10A	Theberton Bypass	0	96	95600%	High	Medium	Major Adverse
11	B1125 through Westleton	1	1	0%	Very Low	High	Nil
12a	B1121 (N)	4	6	50%	Very Low	High	Minor Adverse
12b	B1119 (E)	12	13	8%	Very Low	High	Minor Adverse
13a	A12 (N)	86	113	31%	Very Low	Low	Negligible
13b	B1122	12	37	208%	High	Low	Moderate Adverse
13d	A1120	14	14	0%	Very Low	High	Nil

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (JDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	38	50	32%	Very Low	High	Minor Adverse
17a	A12 (N)	62	77	24%	Very Low	Medium	Minor Adverse
17c	A12 (S)	62	77	24%	Very Low	Medium	Minor Adverse
19b	A12 (N)	15	25	64%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	63	124	97%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	63	124	97%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	65	126	94%	Very Low	Medium	Minor Adverse
22a	A12 (N)	75	137	83%	Very Low	Very low	Negligible
22b	A1094	26	45	73%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	80	2	-98%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	80	2	-98%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	159	158500%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	80	2	-98%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	80	161	102%	Low	Medium	Minor Adverse
26	A12 Marlesford	80	163	104%	Low	Medium	Minor Adverse
27	A12 south of Wickham Market	82	156	90%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	17	14	-18%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	2	0	-95%	Medium	High	Major Beneficial
29	B1078 onslip to A12	6	12	100%	Very Low	Very low	Negligible
32a	A12 (N)	91	163	79%	Very Low	Very low	Negligible
32c	A12 (S)	148	222	50%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (JDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
33	A12 south of Woodbridge	207	281	36%	Very Low	Very low	Negligible
34b	Main Road (E)	0	4	3900%	High	High	Major Adverse
34c	A12 (S)	200	268	34%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	148	222	50%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	22	42	91%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	15	37	147%	Medium	Very low	Minor Adverse
41	B1125 through Middleton	1	1	0%	Very Low	Medium	Nil
51	B1078 (through Gibraltar)	46	46	0%	Very Low	High	Nil
52	B1078 (west of Coddenham)	45	45	0%	Very Low	High	Nil
53a	A144 (west of A12)	24	24	0%	Very Low	High	Nil
53b	A12 (north of A144)	62	78	25%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	60	59700%	High	Medium	Major Adverse
59	A12 (south of SLR)	62	124	99%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	97	97300%	High	Medium	Major Adverse
64	B1122 north of SZC access	11	94	757%	High	Medium	Major Adverse
65	Middleton Moor Link	0	38	37500%	High	Medium	Major Adverse
66	B1122 west of B1125	12	0	-99%	Medium	Medium	Moderate Beneficial
67	Main Site Access	0	100	99900%	High	Very low	Minor Adverse
68	Darsham P&R	0	12	11900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	12	11900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	6	12	100%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (JDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
73	B1078 south of B1116	18	22	22%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	12	0	-99%	Medium	Medium	Moderate Beneficial
75	Lovers Lane	3	40	1233%	High	Medium	Major Adverse
76	B1069 (north of Aldringham Lane)	12	21	75%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	2	9	350%	High	Medium	Major Adverse
78	A12 (north of B1121)	65	126	94%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	7	5	-29%	Very Low	High	Minor Beneficial
83	A145 west of A12	32	35	11%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	42	54	29%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	61	73	20%	Very Low	Very low	Negligible
86	A12 south of B1387	62	77	24%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	186	254	37%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	201	269	34%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	14	14	0%	Very Low	High	Nil

Table 1.33: Amenity 2028 Integrated Strategy (Typical Day) 24 Hour AAWT + SPR

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	6765	7173	6%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	2958	3764	27%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	6597	106%	Low	Medium	Minor Adverse
4b	Lovers Lane	2968	3635	22%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	9565	71%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4414	7844	78%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5131	5902	15%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	7548	16%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3387	4179	23%	Very Low	High	Minor Adverse
9a	A1094 (W)	8402	8856	5%	Very Low	Medium	Minor Adverse
9b	Snape Road	4669	5276	13%	Very Low	High	Minor Adverse
9c	A1094 (E)	9085	10138	12%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5563	492	-91%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	8152	8151905%	High	Medium	Major Adverse
12a	B1121 (N)	5132	5343	4%	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	5901	11%	Very Low	High	Minor Adverse
13a	A12 (N)	15820	16767	6%	Very Low	Low	Negligible
13b	B1122	3964	4355	10%	Very Low	Low	Negligible
13d	A1120	4111	4713	15%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	10620	11866	12%	Very Low	High	Minor Adverse
19b	A12 (N)	15091	15179	1%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13471	14340	6%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15918	16709	5%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15531	16162	4%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	18993	7%	Very Low	Very low	Negligible
22b	A1094	8451	8867	5%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	22419	298	-99%	High	Medium	Major Beneficial
23	A12 Farnham Bend	22412	279	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	23721	23720429%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	22389	265	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	22389	23990	7%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	24655	7%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24724	26890	9%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	5602	22%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3353	3442	3%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2070	2253	9%	Very Low	Very low	Negligible
32a	A12 (N)	25811	27725	7%	Very Low	Very low	Negligible
32c	A12 (S)	42586	44048	3%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	49112	49444	1%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
34b	Main Road (E)	7316	7655	5%	Very Low	High	Minor Adverse
34c	A12 (S)	40853	41360	1%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	42586	44048	3%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	10631	11707	10%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	6476	7696	19%	Very Low	Very low	Negligible
51	B1078 (through Gibraltar)	8830	9825	11%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7502	8156	9%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	5721	14%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	2128	2128317%	High	Medium	Major Adverse
59	A12 (south of SLR)	12800	14260	11%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	6133	6133162%	High	Medium	Major Adverse
64	B1122 north of SZC access	5563	8373	51%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	4141	4140619%	High	Medium	Major Adverse
66	B1122 west of B1125	3313	117	-96%	High	Medium	Major Beneficial
67	Main Site Access	0	5482	5482205%	High	Very low	Minor Adverse
68	Darsham P&R	0	2563	2562448%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	2277	2276789%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	2071	4536	119%	Low	Very low	Negligible
74	B1122 (Middleton Moor)	3964	346	-91%	High	Medium	Major Beneficial
75	Lovers Lane	2968	3775	27%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
76	B1069 (north of Aldringham Lane)	5450	6535	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4259	5707	34%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	15963	16571	4%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	751	953	27%	Very Low	High	Minor Adverse
83	A145 west of A12	2528	3002	19%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	10790	13%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	13522	12%	Very Low	Very low	Negligible
86	A12 south of B1387	10297	11858	15%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48145	48681	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	39306	39994	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3860	4429	15%	Very Low	High	Minor Adverse

Table 1.34: Amenity 2028 Integrated Strategy (Typical Day) Representative Hour + SPR

Link Number	Link Name	Reference Case (Total traffic in the hour)	Reference Case + Sizewell (Total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	715	731	2%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	353	414	17%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	Medium	Medium	Moderate Adverse
4b	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	875	70%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	124%	Low	High	Moderate Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	651	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	315	35%	Very Low	High	Minor Adverse
9a	A1094 (W)	664	690	4%	Very Low	Medium	Minor Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
9c	A1094 (E)	720	815	13%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	513	40	-92%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	667	666900%	High	Medium	Major Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	333	13%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1173	8%	Very Low	Low	Negligible
13b	B1122	342	373	9%	Very Low	Low	Negligible
13d	A1120	296	334	13%	Very Low	High	Minor Adverse
16	A12 Wrentham	776	904	16%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (Total traffic in the hour)	Reference Case + Sizewell (Total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
19b	A12 (N)	1167	1165	0%	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	856	921	8%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	1040	6%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	1038	6%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1203	6%	Very Low	Very low	Negligible
22b	A1094	670	689	3%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1517	26	-98%	High	Medium	Major Beneficial
23	A12 Farnham Bend	1514	21	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	1584	1583900%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	1511	1604	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1643	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1914	11%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	355	26%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	112	10%	Very Low	Very low	Negligible
32a	A12 (N)	1804	1985	10%	Very Low	Very low	Negligible
32c	A12 (S)	3048	3217	6%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	3547	3655	3%	Very Low	Very low	Negligible
34b	Main Road (E)	419	404	-4%	Very Low	High	Minor Beneficial
34c	A12 (S)	2598	2697	4%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (Total traffic in the hour)	Reference Case + Sizewell (Total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
38b	A12 Woodbridge n/o B1079	3048	3217	6%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	828	915	11%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	573	677	18%	Very Low	Very low	Negligible
51	B1078 (through Gibraltar)	584	652	12%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	578	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	466	14%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	135	134900%	High	Medium	Major Adverse
59	A12 (south of SLR)	813	918	13%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	483	482900%	High	Medium	Major Adverse
64	B1122 north of SZC access	513	689	34%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	356	355900%	High	Medium	Major Adverse
66	B1122 west of B1125	300	9	-97%	High	Medium	Major Beneficial
67	Main Site Access	0	470	469900%	High	Very low	Minor Adverse
68	Darsham P&R	0	291	290900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	224	223900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	102	321	215%	High	Very low	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	High	Medium	Major Beneficial
75	Lovers Lane	357	419	17%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	572	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	1098	5%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (Total traffic in the hour)	Reference Case + Sizewell (Total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
82	B1438 Melton Hill	53	67	26%	Very Low	High	Minor Adverse
83	A145 west of A12	207	237	14%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	841	19%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1029	16%	Very Low	Very low	Negligible
86	A12 south of B1387	697	861	24%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3253	3%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2708	4%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.35: Amenity 2028 Integrated Strategy (Typical Day) 24 Hour AAWT HDVs + SPR

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	10	112	972%	High	Medium	Major Adverse
3	Lovers Lane (LEEIE)	9	279	3128%	High	Medium	Major Adverse
4a	B1122 (S)	92	304	231%	High	Medium	Major Adverse
4b	Lovers Lane	28	154	456%	High	Medium	Major Adverse
4c	B1122 (N)	91	433	377%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	117	330	184%	High	High	Major Adverse
6	B1119 Samundham Road	125	149	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	133	137	3%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	49	60	23%	Very Low	High	Minor Adverse
9a	A1094 (W)	216	381	76%	Very Low	Medium	Minor Adverse
9b	Snape Road	102	102	0%	Very Low	High	Nil
9c	A1094 (E)	215	377	76%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	91	0	-100%	Medium	Medium	Moderate Beneficial
10A	Theberton Bypass	0	1382	1382320%	High	Medium	Major Adverse
12a	B1121 (N)	43	67	56%	Very Low	High	Minor Adverse
12b	B1119 (E)	135	151	12%	Very Low	High	Minor Adverse
13a	A12 (N)	918	1277	39%	Very Low	Low	Negligible
13b	B1122	112	457	307%	High	Low	Moderate Adverse
13d	A1120	134	138	3%	Very Low	High	Minor Adverse
16	A12 Wrentham	441	609	38%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
19b	A12 (N)	213	306	43%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	692	1649	138%	Medium	Medium	Moderate Adverse
21c	A12 (middle)	698	1655	137%	Medium	Medium	Moderate Adverse
21e	A12 (south of B1119)	728	1685	131%	Medium	Medium	Moderate Adverse
22a	A12 (N)	853	1807	112%	Low	Very low	Negligible
22b	A1094	220	385	75%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	932	11	-99%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	939	11	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	1994	1993504%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	943	13	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	943	2017	114%	Low	Medium	Minor Adverse
26	A12 Marlesford	949	2028	114%	Low	Medium	Minor Adverse
27	A12 south of Wickham Market	984	1882	91%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	160	145	-9%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	11	0	-99%	Medium	High	Major Beneficial
29	B1078 onslip to A12	69	137	99%	Very Low	Very low	Negligible
32a	A12 (N)	1112	1973	77%	Very Low	Very low	Negligible
32c	A12 (S)	1934	2759	43%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	2467	3258	32%	Very Low	Very low	Negligible
34b	Main Road (E)	0	72	71900%	High	High	Major Adverse
34c	A12 (S)	2322	3050	31%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
38b	A12 Woodbridge n/o B1079	1934	2759	43%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	222	384	74%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	140	326	132%	Medium	Very low	Minor Adverse
51	B1078 (through Gibraltar)	516	510	-1%	Very Low	High	Minor Beneficial
52	B1078 (west of Coddenham)	506	506	0%	Very Low	High	Nil
53a	A144 (west of A12)	223	221	-1%	Very Low	High	Minor Beneficial
57	Sizewell Link Road (east of A12)	0	953	952694%	High	Medium	Major Adverse
59	A12 (south of SLR)	686	1643	139%	Medium	Very low	Minor Adverse
63	Theberton Bypass (west of B1125)	0	1403	1403330%	High	Medium	Major Adverse
64	B1122 north of SZC access	91	1384	1418%	High	Medium	Major Adverse
65	Middleton Moor Link	0	455	454828%	High	Medium	Major Adverse
66	B1122 west of B1125	106	0	-100%	Medium	Medium	Moderate Beneficial
67	Main Site Access	0	1422	1422338%	High	Very low	Minor Adverse
68	Darsham P&R	0	152	151900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	152	151900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	69	137	99%	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	112	4	-97%	Medium	Medium	Moderate Beneficial
75	Lovers Lane	28	294	960%	High	Medium	Major Adverse
76	B1069 (north of Aldringham Lane)	109	208	90%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	22	115	414%	High	Medium	Major Adverse
78	A12 (north of B1121)	728	1685	131%	Medium	Medium	Moderate Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
82	B1438 Melton Hill	75	64	-15%	Very Low	High	Minor Beneficial
83	A145 west of A12	292	339	16%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	483	651	35%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	682	852	25%	Very Low	Very low	Negligible
86	A12 south of B1387	675	890	32%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2214	2938	33%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2313	3049	32%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	132	136	3%	Very Low	High	Minor Adverse

Table 1.36: Amenity 2028 Integrated Strategy (Typical Day) Representative Hour HDVs + SPR

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	4	16	300%	High	Medium	Major Adverse
3	Lovers Lane (LEEIE)	2	38	1800%	High	Medium	Major Adverse
4a	B1122 (S)	9	27	200%	High	Medium	Major Adverse
4b	Lovers Lane	3	28	833%	High	Medium	Major Adverse
4c	B1122 (N)	11	53	382%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	12	29	142%	Medium	High	Major Adverse
6	B1119 Samundham Road	11	13	18%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	13	13	0%	Very Low	High	Nil
8	B1122 Aldeburgh	5	7	40%	Very Low	High	Minor Adverse
9a	A1094 (W)	25	45	80%	Very Low	Medium	Minor Adverse
9b	Snape Road	10	10	0%	Very Low	High	Nil
9c	A1094 (E)	22	42	91%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	11	0	-99%	Medium	Medium	Moderate Beneficial
10A	Theberton Bypass	0	91	90900%	High	Medium	Major Adverse
12a	B1121 (N)	4	6	50%	Very Low	High	Minor Adverse
12b	B1119 (E)	12	13	8%	Very Low	High	Minor Adverse
13a	A12 (N)	86	112	30%	Very Low	Low	Negligible
13b	B1122	12	36	200%	High	Low	Moderate Adverse
13d	A1120	14	14	0%	Very Low	High	Nil
16	A12 Wrentham	38	50	32%	Very Low	High	Minor Adverse
19b	A12 (N)	15	24	60%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
21b	A12 (north of B1119)	63	121	92%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	63	121	92%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	65	122	88%	Very Low	Medium	Minor Adverse
22a	A12 (N)	75	134	79%	Very Low	Very low	Negligible
22b	A1094	26	45	73%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	80	2	-98%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	80	2	-98%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	155	154900%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	80	2	-98%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	80	158	98%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	80	160	100%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	82	151	84%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	17	14	-18%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	2	0	-95%	Medium	High	Major Beneficial
29	B1078 onslip to A12	6	12	100%	Very Low	Very low	Negligible
32a	A12 (N)	91	159	75%	Very Low	Very low	Negligible
32c	A12 (S)	148	218	47%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	207	277	34%	Very Low	Very low	Negligible
34b	Main Road (E)	0	4	3900%	High	High	Major Adverse
34c	A12 (S)	200	264	32%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	148	218	47%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	22	42	91%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
39b	B1069 (north of A1094)	15	37	147%	Medium	Very low	Minor Adverse
51	B1078 (through Gibraltar)	46	46	0%	Very Low	High	Nil
52	B1078 (west of Coddenham)	45	45	0%	Very Low	High	Nil
53a	A144 (west of A12)	24	24	0%	Very Low	High	Nil
57	Sizewell Link Road (east of A12)	0	57	56900%	High	Medium	Major Adverse
59	A12 (south of SLR)	62	121	95%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	92	91900%	High	Medium	Major Adverse
64	B1122 north of SZC access	11	91	727%	High	Medium	Major Adverse
65	Middleton Moor Link	0	36	35900%	High	Medium	Major Adverse
66	B1122 west of B1125	12	0	-99%	Medium	Medium	Moderate Beneficial
67	Main Site Access	0	96	95900%	High	Very low	Minor Adverse
68	Darsham P&R	0	12	11900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	12	11900%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	6	12	100%	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	12	0	-99%	Medium	Medium	Moderate Beneficial
75	Lovers Lane	3	40	1233%	High	Medium	Major Adverse
76	B1069 (north of Aldringham Lane)	12	21	75%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	2	9	350%	High	Medium	Major Adverse
78	A12 (north of B1121)	65	123	89%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	7	5	-29%	Very Low	High	Minor Beneficial
83	A145 west of A12	32	36	13%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	42	54	29%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
85	A12 south of A1095	61	73	20%	Very Low	Very low	Negligible
86	A12 south of B1387	62	78	26%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	186	250	34%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	201	265	32%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	14	14	0%	Very Low	High	Nil

Table 1.37: Amenity 2028 Integrated Strategy (Busiest Day) 24 Hour AAWT + SPR

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	6765	7173	6%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	2958	3752	27%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3197	6599	106%	Low	Medium	Minor Adverse
4b	Lovers Lane	2968	3622	22%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5581	9555	71%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4414	7844	78%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5131	5921	15%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6518	7543	16%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3387	4177	23%	Very Low	High	Minor Adverse
9a	A1094 (W)	8402	8841	5%	Very Low	Medium	Minor Adverse
9b	Snape Road	4669	5285	13%	Very Low	High	Minor Adverse
9c	A1094 (E)	9085	10122	11%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5563	576	-90%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	8407	8407378%	High	Medium	Major Adverse
11	B1125 through Westleton	2693	3091	15%	Very Low	High	Minor Adverse
12a	B1121 (N)	5132	5390	5%	Very Low	High	Minor Adverse
12b	B1119 (E)	5336	5919	11%	Very Low	High	Minor Adverse
13a	A12 (N)	15820	16781	6%	Very Low	Low	Negligible
13b	B1122	3964	4409	11%	Very Low	Low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
13d	A1120	4111	4772	16%	Very Low	High	Minor Adverse
16	A12 Wrentham	10620	11879	12%	Very Low	High	Minor Adverse
17a	A12 (N)	11772	13649	16%	Very Low	Medium	Minor Adverse
17c	A12 (S)	9661	11279	17%	Very Low	Medium	Minor Adverse
19b	A12 (N)	15091	15196	1%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13471	14532	8%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15918	16925	6%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15531	16330	5%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17748	19130	8%	Very Low	Very low	Negligible
22b	A1094	8451	8849	5%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	22419	298	-99%	High	Medium	Major Beneficial
23	A12 Farnham Bend	22412	279	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	23839	23838677%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	22389	265	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	22389	24115	8%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	23047	24782	8%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24724	26945	9%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4585	5603	22%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3353	3465	3%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2070	2255	9%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
32a	A12 (N)	25811	27738	7%	Very Low	Very low	Negligible
32c	A12 (S)	42586	43991	3%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	49112	49242	0%	Very Low	Very low	Negligible
34a	A12 (N)	52770	53491	1%	Very Low	Very low	Negligible
34b	Main Road (E)	7316	7680	5%	Very Low	High	Minor Adverse
34c	A12 (S)	40853	41352	1%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	42586	43991	3%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	10631	11697	10%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	6476	7689	19%	Very Low	Very low	Negligible
41	B1125 through Middleton	2112	2871	36%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8830	9844	11%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7502	8184	9%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	5012	5717	14%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	10259	11950	16%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	2406	2405827%	High	Medium	Major Adverse
59	A12 (south of SLR)	12800	14422	13%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	6464	6463882%	High	Medium	Major Adverse
64	B1122 north of SZC access	5563	8711	57%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	4191	4190709%	High	Medium	Major Adverse
66	B1122 west of B1125	3313	117	-96%	High	Medium	Major Beneficial

Link Number	Link Name	Reference Case (24 Hour AAWT total traffic)	Reference Case + Sizewell (24 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
67	Main Site Access	0	5830	5830248%	High	Very low	Minor Adverse
68	Darsham P&R	0	2563	2562448%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	2262	2262063%	High	Very low	Minor Adverse
70	A12 on-slip (west of WM P&R)	2071	4522	118%	Low	Very low	Negligible
73	B1078 south of B1116	8083	9557	18%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3964	344	-91%	High	Medium	Major Beneficial
75	Lovers Lane	2968	3762	27%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5450	6531	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4259	5707	34%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	15963	16725	5%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	751	988	31%	Very Low	High	Minor Adverse
83	A145 west of A12	2528	3008	19%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9509	10803	14%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	12112	13533	12%	Very Low	Very low	Negligible
86	A12 south of B1387	10297	11885	15%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48145	48664	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	39306	40096	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3860	4502	17%	Very Low	High	Minor Adverse

Table 1.38: Amenity 2028 Integrated Strategy (Busiest Day) Representative Hour + SPR

Link Number	Link Name	Reference Case (Total traffic in the hour)	Reference Case + Sizewell (Total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	715	731	2%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	353	414	17%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	Medium	Medium	Moderate Adverse
4b	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	875	70%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	572	123%	Low	High	Moderate Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	651	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	314	34%	Very Low	High	Minor Adverse
9a	A1094 (W)	664	687	3%	Very Low	Medium	Minor Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
9c	A1094 (E)	720	811	13%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	513	61	-88%	High	Medium	Major Beneficial
10A	Theberton Bypass	0	666	665900%	High	Medium	Major Adverse
11	B1125 through Westleton	242	253	5%	Very Low	High	Minor Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	332	12%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1168	8%	Very Low	Low	Negligible
13b	B1122	342	376	10%	Very Low	Low	Negligible
13d	A1120	296	334	13%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (Total traffic in the hour)	Reference Case + Sizewell (Total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	776	900	16%	Very Low	High	Minor Adverse
17a	A12 (N)	858	1020	19%	Very Low	Medium	Minor Adverse
17c	A12 (S)	664	824	24%	Very Low	Medium	Minor Adverse
19b	A12 (N)	1167	1168	0%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	856	928	8%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	1048	7%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	1046	7%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1210	7%	Very Low	Very low	Negligible
22b	A1094	670	687	3%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1517	26	-98%	High	Medium	Major Beneficial
23	A12 Farnham Bend	1514	21	-99%	High	Medium	Major Beneficial
23A	A12 Two Village Bypass	0	1589	1588900%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	High	Medium	Major Beneficial
25	A12 Little Glemham	1511	1609	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1649	7%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1904	10%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	358	27%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	114	12%	Very Low	Very low	Negligible
32a	A12 (N)	1804	1973	9%	Very Low	Very low	Negligible
32c	A12 (S)	3048	3200	5%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (Total traffic in the hour)	Reference Case + Sizewell (Total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
33	A12 south of Woodbridge	3547	3626	2%	Very Low	Very low	Negligible
34a	A12 (N)	3701	3814	3%	Very Low	Very low	Negligible
34b	Main Road (E)	419	404	-4%	Very Low	High	Minor Beneficial
34c	A12 (S)	2598	2709	4%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	3048	3200	5%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	828	913	10%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	573	676	18%	Very Low	Very low	Negligible
41	B1125 through Middleton	204	238	17%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	655	12%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	579	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	466	14%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	689	855	24%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	151	150900%	High	Medium	Major Adverse
59	A12 (south of SLR)	813	925	14%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	504	503900%	High	Medium	Major Adverse
64	B1122 north of SZC access	513	707	38%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	360	359900%	High	Medium	Major Adverse
66	B1122 west of B1125	300	9	-97%	High	Medium	Major Beneficial
67	Main Site Access	0	488	487900%	High	Very low	Minor Adverse
68	Darsham P&R	0	291	290900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	217	216900%	High	Very low	Minor Adverse

Link Number	Link Name	Reference Case (Total traffic in the hour)	Reference Case + Sizewell (Total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
70	A12 on-slip (west of WM P&R)	102	316	210%	High	Very low	Minor Adverse
73	B1078 south of B1116	589	696	18%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	High	Medium	Major Beneficial
75	Lovers Lane	357	419	17%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	571	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	1105	6%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	68	28%	Very Low	High	Minor Adverse
83	A145 west of A12	207	235	14%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	836	18%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1025	16%	Very Low	Very low	Negligible
86	A12 south of B1387	697	854	23%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3263	4%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2721	5%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.39: Amenity 2028 Integrated Strategy (Busiest Day) 24 Hour AAWT HDVs + SPR

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	10	112	972%	High	Medium	Major Adverse
3	Lovers Lane (LEEIE)	9	279	3128%	High	Medium	Major Adverse
4a	B1122 (S)	92	304	231%	High	Medium	Major Adverse
4b	Lovers Lane	28	154	456%	High	Medium	Major Adverse
4c	B1122 (N)	91	433	377%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	117	330	184%	High	High	Major Adverse
6	B1119 Samundham Road	125	149	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	133	137	3%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	49	60	23%	Very Low	High	Minor Adverse
9a	A1094 (W)	216	381	76%	Very Low	Medium	Minor Adverse
9b	Snape Road	102	102	0%	Very Low	High	Nil
9c	A1094 (E)	215	377	76%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	91	0	-100%	Medium	Medium	Moderate Beneficial
10A	Theberton Bypass	0	1732	1732320%	High	Medium	Major Adverse
11	B1125 through Westleton	10	10	0%	Very Low	High	Nil
12a	B1121 (N)	43	67	56%	Very Low	High	Minor Adverse
12b	B1119 (E)	135	151	12%	Very Low	High	Minor Adverse
13a	A12 (N)	918	1329	45%	Very Low	Low	Negligible
13b	B1122	112	509	353%	High	Low	Moderate Adverse
13d	A1120	134	138	3%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	441	643	46%	Very Low	High	Minor Adverse
17a	A12 (N)	673	939	40%	Very Low	Medium	Minor Adverse
17c	A12 (S)	673	939	40%	Very Low	Medium	Minor Adverse
19b	A12 (N)	213	340	59%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	692	1947	181%	High	Medium	Major Adverse
21c	A12 (middle)	698	1953	180%	High	Medium	Major Adverse
21e	A12 (south of B1119)	728	1983	172%	High	Medium	Major Adverse
22a	A12 (N)	853	2105	147%	Medium	Very low	Minor Adverse
22b	A1094	220	385	75%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	932	11	-99%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	939	11	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	2292	2291504%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	943	13	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	943	2315	146%	Medium	Medium	Moderate Adverse
26	A12 Marlesford	949	2326	145%	Medium	Medium	Moderate Adverse
27	A12 south of Wickham Market	984	2180	121%	Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	160	145	-9%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	11	0	-99%	Medium	High	Major Beneficial
29	B1078 onslip to A12	69	137	99%	Very Low	Very low	Negligible
32a	A12 (N)	1112	2271	104%	Low	Very low	Negligible
32c	A12 (S)	1934	3057	58%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
33	A12 south of Woodbridge	2467	3556	44%	Very Low	Very low	Negligible
34a	A12 (N)	2996	4084	36%	Very Low	Very low	Negligible
34b	Main Road (E)	0	72	71900%	High	High	Major Adverse
34c	A12 (S)	2322	3346	44%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	1934	3057	58%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	222	384	74%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	140	326	132%	Medium	Very low	Minor Adverse
41	B1125 through Middleton	10	10	0%	Very Low	Medium	Nil
51	B1078 (through Gibraltar)	516	510	-1%	Very Low	High	Minor Beneficial
52	B1078 (west of Coddenham)	506	506	0%	Very Low	High	Nil
53a	A144 (west of A12)	223	221	-1%	Very Low	High	Minor Beneficial
53b	A12 (north of A144)	682	948	39%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	1251	1250694%	High	Medium	Major Adverse
59	A12 (south of SLR)	686	1941	183%	High	Very low	Minor Adverse
63	Theberton Bypass (west of B1125)	0	1753	1753330%	High	Medium	Major Adverse
64	B1122 north of SZC access	91	1734	1802%	High	Medium	Major Adverse
65	Middleton Moor Link	0	507	506828%	High	Medium	Major Adverse
66	B1122 west of B1125	106	0	-100%	Medium	Medium	Moderate Beneficial
67	Main Site Access	0	1772	1772338%	High	Very low	Minor Adverse
68	Darsham P&R	0	152	151900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	152	151900%	High	Very low	Minor Adverse

Link Number	Link Name	Reference Case (24 Hour AAWT HDV)	Reference Case + Sizewell (24 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
70	A12 on-slip (west of WM P&R)	69	137	99%	Very Low	Very low	Negligible
73	B1078 south of B1116	169	240	42%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	112	4	-97%	Medium	Medium	Moderate Beneficial
75	Lovers Lane	28	294	960%	High	Medium	Major Adverse
76	B1069 (north of Aldringham Lane)	109	208	90%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	22	115	414%	High	Medium	Major Adverse
78	A12 (north of B1121)	728	1983	172%	High	Medium	Major Adverse
82	B1438 Melton Hill	75	64	-15%	Very Low	High	Minor Beneficial
83	A145 west of A12	292	357	22%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	483	685	42%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	682	886	30%	Very Low	Very low	Negligible
86	A12 south of B1387	675	942	39%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2214	3236	46%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2313	3337	44%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	132	136	3%	Very Low	High	Minor Adverse

Table 1.40: Amenity 2028 Integrated Strategy (Busiest Day) Representative Hour HDVs + SPR

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV the hour)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	4	16	300%	High	Medium	Major Adverse
3	Lovers Lane (LEEIE)	2	38	1800%	High	Medium	Major Adverse
4a	B1122 (S)	9	27	200%	High	Medium	Major Adverse
4b	Lovers Lane	3	28	833%	High	Medium	Major Adverse
4c	B1122 (N)	11	53	382%	High	High	Major Adverse
5	B1122 Abbey Road (existing level crossing)	12	29	142%	Medium	High	Major Adverse
6	B1119 Samundham Road	11	13	18%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	13	13	0%	Very Low	High	Nil
8	B1122 Aldeburgh	5	7	40%	Very Low	High	Minor Adverse
9a	A1094 (W)	25	45	80%	Very Low	Medium	Minor Adverse
9b	Snape Road	10	10	0%	Very Low	High	Nil
9c	A1094 (E)	22	42	91%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	11	0	-99%	Medium	Medium	Moderate Beneficial
10A	Theberton Bypass	0	111	110900%	High	Medium	Major Adverse
11	B1125 through Westleton	1	1	0%	Very Low	High	Nil
12a	B1121 (N)	4	6	50%	Very Low	High	Minor Adverse
12b	B1119 (E)	12	13	8%	Very Low	High	Minor Adverse
13a	A12 (N)	86	115	34%	Very Low	Low	Negligible
13b	B1122	12	39	225%	High	Low	Moderate Adverse
13d	A1120	14	14	0%	Very Low	High	Nil

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV the hour)	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	38	52	37%	Very Low	High	Minor Adverse
17a	A12 (N)	62	79	27%	Very Low	Medium	Minor Adverse
17c	A12 (S)	62	79	27%	Very Low	Medium	Minor Adverse
19b	A12 (N)	15	27	80%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	63	138	119%	Low	Medium	Minor Adverse
21c	A12 (middle)	63	138	119%	Low	Medium	Minor Adverse
21e	A12 (south of B1119)	65	140	115%	Low	Medium	Minor Adverse
22a	A12 (N)	75	151	101%	Low	Very low	Negligible
22b	A1094	26	45	73%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	80	2	-98%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	80	2	-98%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	173	172900%	High	Medium	Major Adverse
24	A12 Stratford St Andrew (Low Road)	80	2	-98%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	80	176	120%	Low	Medium	Minor Adverse
26	A12 Marlesford	80	178	123%	Low	Medium	Minor Adverse
27	A12 south of Wickham Market	82	172	110%	Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	17	14	-18%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	2	0	-95%	Medium	High	Major Beneficial
29	B1078 onslip to A12	6	12	100%	Very Low	Very low	Negligible
32a	A12 (N)	91	179	97%	Very Low	Very low	Negligible
32c	A12 (S)	148	239	61%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV the hour)	% Change	Magnitude	Sensitivity	Effect Significance
33	A12 south of Woodbridge	207	297	43%	Very Low	Very low	Negligible
34a	A12 (N)	258	347	34%	Very Low	Very low	Negligible
34b	Main Road (E)	0	4	3900%	High	High	Major Adverse
34c	A12 (S)	200	285	43%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	148	239	61%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	22	42	91%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	15	37	147%	Medium	Very low	Minor Adverse
41	B1125 through Middleton	1	1	0%	Very Low	Medium	Nil
51	B1078 (through Gibraltar)	46	46	0%	Very Low	High	Nil
52	B1078 (west of Coddenham)	45	45	0%	Very Low	High	Nil
53a	A144 (west of A12)	24	24	0%	Very Low	High	Nil
53b	A12 (north of A144)	62	80	29%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	73	72900%	High	Medium	Major Adverse
59	A12 (south of SLR)	62	137	121%	Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	113	112900%	High	Medium	Major Adverse
64	B1122 north of SZC access	11	109	891%	High	Medium	Major Adverse
65	Middleton Moor Link	0	40	39900%	High	Medium	Major Adverse
66	B1122 west of B1125	12	0	-99%	Medium	Medium	Moderate Beneficial
67	Main Site Access	0	115	114900%	High	Very low	Minor Adverse
68	Darsham P&R	0	12	11900%	High	Very low	Minor Adverse
69	Wickham Market P&R	0	12	11900%	High	Very low	Minor Adverse

Link Number	Link Name	Reference Case (HDV in the hour)	Reference Case + Sizewell (HDV the hour)	% Change	Magnitude	Sensitivity	Effect Significance
70	A12 on-slip (west of WM P&R)	6	12	100%	Very Low	Very low	Negligible
73	B1078 south of B1116	18	22	22%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	12	0	-99%	Medium	Medium	Moderate Beneficial
75	Lovers Lane	3	40	1233%	High	Medium	Major Adverse
76	B1069 (north of Aldringham Lane)	12	21	75%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	2	9	350%	High	Medium	Major Adverse
78	A12 (north of B1121)	65	140	115%	Low	Medium	Minor Adverse
82	B1438 Melton Hill	7	5	-29%	Very Low	High	Minor Beneficial
83	A145 west of A12	32	36	13%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	42	56	33%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	61	75	23%	Very Low	Very low	Negligible
86	A12 south of B1387	62	79	27%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	186	271	46%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	201	286	42%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	14	14	0%	Very Low	High	Nil

1.4 Fear and Intimidation

Table 1.41: Fear and Intimidation 2023 Early Years 18 Hour AAWT Total Traffic + SPR

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	6396	7412	16%	Very Low	Medium	Minor Adverse
2	King George's Avenue	4308	5109	19%	Very Low	High	Minor Adverse
3	Lovers Lane (LEEIE)	2780	4456	60%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3002	3543	18%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2786	4232	52%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5344	7212	35%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4164	4701	13%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	4689	5180	10%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6164	6760	10%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3224	3353	4%	Very Low	High	Minor Adverse
9a	A1094 (W)	7960	8643	9%	Very Low	Medium	Minor Adverse
9b	Snape Road	4409	4554	3%	Very Low	High	Minor Adverse
9c	A1094 (E)	8648	9388	9%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
10	B1122 through Theberton	5331	7201	35%	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2562	3216	26%	Very Low	High	Minor Adverse
12a	B1121 (N)	4927	5331	8%	Very Low	High	Minor Adverse
12b	B1119 (E)	4876	5372	10%	Very Low	High	Minor Adverse
12c	B1121 (S)	3791	4395	16%	Very Low	Medium	Minor Adverse
13b	B1122	3771	5004	33%	Very Low	Low	Negligible
13c	A12 (middle)	14908	16342	10%	Very Low	High	Minor Adverse
13d	A1120	3836	4323	13%	Very Low	High	Minor Adverse
13e	A12 (S)	12299	13448	9%	Very Low	Medium	Minor Adverse
16	A12 Wrentham	9808	10500	7%	Very Low	High	Minor Adverse
17a	A12 (N)	11094	12055	9%	Very Low	Medium	Minor Adverse
17b	B1125	1883	2487	32%	Very Low	Medium	Minor Adverse
17c	A12 (S)	9069	9424	4%	Very Low	Medium	Minor Adverse
19b	A12 (N)	11056	11909	8%	Very Low	Medium	Minor Adverse
19d	A12 (S)	11944	12353	3%	Very Low	Low	Negligible

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
21b	A12 (north of B1119)	12570	13833	10%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	14785	16052	9%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	14178	15118	7%	Very Low	Medium	Minor Adverse
22a	A12 (N)	16438	17853	9%	Very Low	Very low	Negligible
22b	A1094	7999	8955	12%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	20874	22849	9%	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	20864	22829	9%	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	20845	22804	9%	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	20845	22804	9%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	21480	23433	9%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	22945	24342	6%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4337	4775	10%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	1894	2043	8%	Very Low	Very low	Negligible
32a	A12 (N)	24023	25249	5%	Very Low	Very low	Negligible
32c	A12 (S)	40386	41302	2%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
33	A12 south of Woodbridge	47100	47127	0%	Very Low	Very low	Negligible
34a	A12 (N)	49812	50189	1%	Very Low	Very low	Negligible
34c	A12 (S)	37910	38119	1%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	40386	41302	2%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	10027	10825	8%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	6119	6950	14%	Very Low	Very low	Negligible
41	B1125 through Middleton	2026	2674	32%	Very Low	Medium	Minor Adverse
42	B1125 (south of B1387)	2114	2730	29%	Very Low	Medium	Minor Adverse
44	A1120 (west of Dennington)	4571	4802	5%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	4812	4967	3%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	9785	10145	4%	Very Low	Medium	Minor Adverse
58	A12 (north of SLR)	12017	13154	9%	Very Low	Very low	Negligible
59	A12 (south of SLR)	12017	13360	11%	Very Low	Very low	Negligible
64	B1122 north of SZC access	5331	7201	35%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3169	4380	38%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
67	Main Site Access	0	789	788769%	Very Low	Very low	Negligible
68	Darsham P&R	0	282	281900%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	224	223900%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	1895	2226	17%	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	3771	4980	32%	Very Low	Medium	Minor Adverse
75	Lovers Lane	2786	4452	60%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	14252	15215	7%	Very Low	Medium	Minor Adverse
83	A145 west of A12	2442	2650	9%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	8777	9484	8%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	11224	11983	7%	Very Low	Very low	Negligible
86	A12 south of B1387	9634	10009	4%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	44351	44651	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	36712	37346	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3591	4083	14%	Very Low	High	Minor Adverse

Table 1.42: Fear and Intimidation 2023 Early Years Early Year Representative Hour + SPR

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	694	784	13%	Very Low	Medium	Minor Adverse
2	King George's Avenue	418	582	39%	Very Low	High	Minor Adverse
3	Lovers Lane (LEEIE)	348	585	68%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	221	311	41%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	351	555	58%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	503	771	53%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	247	336	36%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	263	352	34%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	540	661	22%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	227	254	12%	Very Low	High	Minor Adverse
9a	A1094 (W)	639	770	21%	Very Low	Medium	Minor Adverse
9b	Snape Road	312	349	12%	Very Low	High	Minor Adverse
9c	A1094 (E)	695	832	20%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	503	795	58%	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	235	378	61%	Very Low	High	Minor Adverse
12a	B1121 (N)	299	337	13%	Very Low	High	Minor Adverse
12b	B1119 (E)	279	370	33%	Very Low	High	Minor Adverse
12c	B1121 (S)	223	293	31%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
13b	B1122	334	488	46%	Very Low	Low	Negligible
13c	A12 (middle)	1014	1262	24%	Very Low	High	Minor Adverse
13d	A1120	287	395	38%	Very Low	High	Minor Adverse
13e	A12 (S)	795	994	25%	Very Low	Medium	Minor Adverse
16	A12 Wrentham	744	911	22%	Very Low	High	Minor Adverse
17a	A12 (N)	831	1058	27%	Very Low	Medium	Minor Adverse
17b	B1125	191	321	68%	Very Low	Medium	Minor Adverse
17c	A12 (S)	641	737	15%	Very Low	Medium	Minor Adverse
19b	A12 (N)	1071	1067	0%	Very Low	Medium	Minor Beneficial
19d	A12 (S)	873	940	8%	Very Low	Low	Negligible
21b	A12 (north of B1119)	823	1031	25%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	944	1153	22%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	928	1122	21%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1073	1325	23%	Very Low	Very low	Negligible
22b	A1094	642	825	29%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1442	1777	23%	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	1439	1775	23%	Very Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	1435	1770	23%	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	1435	1771	23%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1472	1805	23%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
27	A12 south of Wickham Market	1663	1920	15%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	254	296	17%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	92	125	36%	Very Low	Very low	Negligible
32a	A12 (N)	1746	1987	14%	Very Low	Very low	Negligible
32c	A12 (S)	2940	3200	9%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	3469	3643	5%	Very Low	Very low	Negligible
34a	A12 (N)	3561	3731	5%	Very Low	Very low	Negligible
34c	A12 (S)	2463	2580	5%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	2940	3200	9%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	786	929	18%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	544	685	26%	Very Low	Very low	Negligible
41	B1125 through Middleton	200	341	71%	Very Low	Medium	Minor Adverse
42	B1125 (south of B1387)	209	343	64%	Very Low	Medium	Minor Adverse
44	A1120 (west of Dennington)	348	392	13%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	392	437	11%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	674	774	15%	Very Low	Medium	Minor Adverse
58	A12 (north of SLR)	784	979	25%	Very Low	Very low	Negligible
59	A12 (south of SLR)	784	1008	29%	Very Low	Very low	Negligible
64	B1122 north of SZC access	503	795	58%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	294	443	51%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
67	Main Site Access	0	162	161900%	Very Low	Very low	Negligible
68	Darsham P&R	0	88	87900%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	67	66900%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	92	191	108%	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	334	483	45%	Very Low	Medium	Minor Adverse
75	Lovers Lane	351	585	67%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	952	1157	22%	Very Low	Medium	Minor Adverse
83	A145 west of A12	204	239	17%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	679	850	25%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	850	1038	22%	Very Low	Very low	Negligible
86	A12 south of B1387	672	772	15%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2982	3121	5%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2508	2638	5%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	273	380	39%	Very Low	High	Minor Adverse

Table 1.43: Fear and Intimidation 2023 Early Years Early Year 18 Hour AAWT HDVs + SPR

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	10	652	6186%	Very Low	Medium	Minor Adverse
2	King George's Avenue	16	16	0%	Very Low	High	Nil
3	Lovers Lane (LEEIE)	9	930	10781%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	91	91	0%	Very Low	Medium	Nil
4b	Lovers Lane	27	729	2559%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	88	789	799%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	111	111	0%	Very Low	High	Nil
6	B1119 Samundham Road	124	124	0%	Very Low	High	Nil
7	B1069 Coldfair Green	131	129	-1%	Very Low	High	Minor Beneficial
8	B1122 Aldeburgh	49	60	24%	Very Low	High	Minor Adverse
9a	A1094 (W)	212	378	79%	Very Low	Medium	Minor Adverse
9b	Snape Road	101	101	0%	Very Low	High	Nil
9c	A1094 (E)	212	379	78%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	88	790	796%	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	9	9	0%	Very Low	High	Nil
12a	B1121 (N)	39	39	0%	Very Low	High	Nil
12b	B1119 (E)	133	133	0%	Very Low	High	Nil
12c	B1121 (S)	141	141	0%	Very Low	Medium	Nil
13b	B1122	111	836	655%	Very Low	Low	Negligible
13c	A12 (middle)	798	1522	91%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
13d	A1120	128	128	0%	Very Low	High	Nil
13e	A12 (S)	669	1393	108%	Very Low	Medium	Minor Adverse
16	A12 Wrentham	423	554	31%	Very Low	High	Minor Adverse
17a	A12 (N)	646	839	30%	Very Low	Medium	Minor Adverse
17b	B1125	0	0	0%	Very Low	Medium	Nil
17c	A12 (S)	646	839	30%	Very Low	Medium	Minor Adverse
19b	A12 (N)	12	143	1064%	Very Low	Medium	Minor Adverse
19d	A12 (S)	386	521	35%	Very Low	Low	Negligible
21b	A12 (north of B1119)	664	1528	130%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	681	1544	127%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	710	1574	122%	Very Low	Medium	Minor Adverse
22a	A12 (N)	832	1693	104%	Very Low	Very low	Negligible
22b	A1094	214	500	134%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	903	1966	118%	Low	Medium	Minor Adverse
23	A12 Farnham Bend	907	1975	118%	Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	907	1973	117%	Low	Medium	Minor Adverse
25	A12 Little Glemham	907	1973	117%	Low	Medium	Minor Adverse
26	A12 Marlesford	916	1982	116%	Low	Medium	Minor Adverse
27	A12 south of Wickham Market	954	2048	115%	Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	152	152	0%	Very Low	High	Nil
29	B1078 onslip to A12	65	68	5%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
32a	A12 (N)	1070	2164	102%	Low	Very low	Negligible
32c	A12 (S)	1876	2955	58%	Low	Medium	Minor Adverse
33	A12 south of Woodbridge	2394	3449	44%	Low	Very low	Negligible
34a	A12 (N)	2924	3979	36%	Low	Very low	Negligible
34c	A12 (S)	2270	3330	47%	Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	1876	2955	58%	Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	219	386	76%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	139	317	128%	Very Low	Very low	Negligible
41	B1125 through Middleton	9	9	0%	Very Low	Medium	Nil
42	B1125 (south of B1387)	0	0	0%	Very Low	Medium	Nil
44	A1120 (west of Dennington)	143	143	0%	Very Low	High	Nil
53a	A144 (west of A12)	221	219	-1%	Very Low	High	Minor Beneficial
53b	A12 (north of A144)	656	853	30%	Very Low	Medium	Minor Adverse
58	A12 (north of SLR)	659	1383	110%	Very Low	Very low	Negligible
59	A12 (south of SLR)	659	1523	131%	Very Low	Very low	Negligible
64	B1122 north of SZC access	88	790	796%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	101	803	692%	Very Low	Medium	Minor Adverse
67	Main Site Access	0	0	0%	Very Low	Very low	Nil
68	Darsham P&R	0	46	45900%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	42	41900%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	65	104	60%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
74	B1122 (Middleton Moor)	111	812	633%	Very Low	Medium	Minor Adverse
75	Lovers Lane	27	949	3361%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	710	1574	122%	Very Low	Medium	Minor Adverse
83	A145 west of A12	285	351	23%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	466	597	28%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	654	783	20%	Very Low	Very low	Negligible
86	A12 south of B1387	646	839	30%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2161	3222	49%	Low	Very low	Negligible
88	A12 south of Foxhall Road	2273	3316	46%	Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	128	128	0%	Very Low	High	Nil

Table 1.44: Fear and Intimidation 2028 Preferred Strategy (Typical Day) 18 Hour AAWT + SPR

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	6585	6982	6%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	2895	3672	27%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3158	6276	99%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2904	3544	22%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5485	9167	67%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4360	7503	72%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5059	5770	14%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6409	7355	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3332	4049	22%	Very Low	High	Minor Adverse
9a	A1094 (W)	8280	8717	5%	Very Low	Medium	Minor Adverse
9b	Snape Road	4602	5149	12%	Very Low	High	Minor Adverse
9c	A1094 (E)	8945	9922	11%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5468	482	-91%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	7743	7742579%	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2652	3022	14%	Very Low	High	Minor Adverse
12a	B1121 (N)	5059	5251	4%	Very Low	High	Minor Adverse
12b	B1119 (E)	5261	5775	10%	Very Low	High	Minor Adverse
13a	A12 (N)	15456	16277	5%	Very Low	Low	Negligible
13b	B1122	3897	4215	8%	Very Low	Low	Negligible
13d	A1120	4053	4617	14%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	10378	11497	11%	Very Low	High	Minor Adverse
19b	A12 (N)	14751	14819	0%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13165	13844	5%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15554	16159	4%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15182	15642	3%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17349	18392	6%	Very Low	Very low	Negligible
22b	A1094	8330	8731	5%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	21902	291	-99%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	21895	273	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	22996	22995761%	Medium	Medium	Moderate Adverse
24	A12 Stratford St Andrew (Low Road)	21873	258	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	21873	23258	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	22516	23908	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24157	26045	8%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4527	5463	21%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3312	3395	3%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2023	2188	8%	Very Low	Very low	Negligible
32a	A12 (N)	25220	26867	7%	Very Low	Very low	Negligible
32c	A12 (S)	41619	42824	3%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	7226	7549	4%	Very Low	High	Minor Adverse
38b	A12 Woodbridge n/o B1079	41619	42824	3%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
39a	A1094 (west of B1069)	10472	11469	10%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	6368	7504	18%	Very Low	Very low	Negligible
41	B1125 through Middleton	2079	2809	35%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8721	9647	11%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7409	8009	8%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	4942	5583	13%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	1912	1912293%	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	12512	13751	10%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	5782	5782378%	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	5468	7958	46%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	4004	4003632%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3254	111	-97%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	4994	4993527%	Very Low	Very low	Negligible
68	Darsham P&R	0	2114	2113467%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	1840	1840297%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	2023	4267	111%	Very Low	Very low	Negligible
73	B1078 south of B1116	7983	9340	17%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3897	341	-91%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	2904	3684	27%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5354	6350	19%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4182	5502	32%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
78	A12 (north of B1121)	15605	16043	3%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	743	942	27%	Very Low	High	Minor Adverse
83	A145 west of A12	2497	2922	17%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9292	10443	12%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	11835	13103	11%	Very Low	Very low	Negligible
86	A12 south of B1387	10065	11449	14%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	47059	47405	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	38421	38924	1%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3806	4341	14%	Very Low	High	Minor Adverse

Table 1.45: Fear and Intimidation 2028 Preferred Strategy (Typical Day) Representative Hour + SPR

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	715	731	2%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	353	414	17%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	875	70%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	124%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	651	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	315	35%	Very Low	High	Minor Adverse
9a	A1094 (W)	664	690	4%	Very Low	Medium	Minor Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
9c	A1094 (E)	720	815	13%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	513	40	-92%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	660	659746%	Low	Medium	Minor Adverse
11	B1125 through Westleton	242	253	5%	Very Low	High	Minor Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	333	13%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1172	8%	Very Low	Low	Negligible
13b	B1122	342	372	9%	Very Low	Low	Negligible
13d	A1120	296	334	13%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	776	903	16%	Very Low	High	Minor Adverse
19b	A12 (N)	1167	1164	0%	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	856	914	7%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	1033	5%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	1031	5%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1196	6%	Very Low	Very low	Negligible
22b	A1094	670	689	3%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1517	26	-98%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	1514	21	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	1577	1576977%	Medium	Medium	Moderate Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	1511	1597	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1636	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1906	10%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	355	26%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	112	10%	Very Low	Very low	Negligible
32a	A12 (N)	1804	1977	10%	Very Low	Very low	Negligible
32c	A12 (S)	3048	3209	5%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	419	404	-4%	Very Low	High	Minor Beneficial
38b	A12 Woodbridge n/o B1079	3048	3209	5%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
39a	A1094 (west of B1069)	828	915	11%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	573	677	18%	Very Low	Very low	Negligible
41	B1125 through Middleton	204	238	17%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	652	12%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	578	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	466	14%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	129	128438%	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	813	911	12%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	476	475746%	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	513	682	33%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	355	354977%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	300	9	-97%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	463	462746%	Very Low	Very low	Negligible
68	Darsham P&R	0	291	290900%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	224	223900%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	102	321	215%	Very Low	Very low	Negligible
73	B1078 south of B1116	589	709	20%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	357	419	17%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	572	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
78	A12 (north of B1121)	1041	1091	5%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	67	26%	Very Low	High	Minor Adverse
83	A145 west of A12	207	237	14%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	840	18%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1028	16%	Very Low	Very low	Negligible
86	A12 south of B1387	697	860	23%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3245	3%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2699	4%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.46: Fear and Intimidation 2028 Preferred Strategy (Typical Day) 18 Hour AAWT HDVs + SPR

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	10	112	978%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	9	279	3162%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	91	286	215%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	27	154	461%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	90	415	363%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	115	312	171%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	124	146	18%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	131	135	3%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	49	60	24%	Very Low	High	Minor Adverse
9a	A1094 (W)	214	378	77%	Very Low	Medium	Minor Adverse
9b	Snape Road	101	101	0%	Very Low	High	Nil
9c	A1094 (E)	212	375	77%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	90	0	-100%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	1155	1155062%	Low	Medium	Minor Adverse
11	B1125 through Westleton	9	9	0%	Very Low	High	Nil
12a	B1121 (N)	43	65	52%	Very Low	High	Minor Adverse
12b	B1119 (E)	133	148	11%	Very Low	High	Minor Adverse
13a	A12 (N)	897	1203	34%	Very Low	Low	Negligible
13b	B1122	111	401	262%	Very Low	Low	Negligible
13d	A1120	132	136	3%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	431	572	33%	Very Low	High	Minor Adverse
19b	A12 (N)	208	286	37%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	677	1462	116%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	683	1468	115%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	712	1497	110%	Very Low	Medium	Minor Adverse
22a	A12 (N)	834	1617	94%	Very Low	Very low	Negligible
22b	A1094	217	382	76%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	912	11	-99%	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	918	11	-99%	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	1802	1801867%	Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	922	13	-99%	Very Low	Medium	Minor Beneficial
25	A12 Little Glemham	922	1825	98%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	928	1835	98%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	962	1715	78%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	158	143	-9%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	11	0	-99%	Very Low	High	Minor Beneficial
29	B1078 onslip to A12	67	125	86%	Very Low	Very low	Negligible
32a	A12 (N)	1087	1809	66%	Very Low	Very low	Negligible
32c	A12 (S)	1890	2578	36%	Very Low	Medium	Minor Adverse
34b	Main Road (E)	0	60	59900%	Very Low	High	Minor Adverse
38b	A12 Woodbridge n/o B1079	1890	2578	36%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
39a	A1094 (west of B1069)	219	382	74%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	139	325	134%	Very Low	Very low	Negligible
41	B1125 through Middleton	9	9	0%	Very Low	Medium	Nil
51	B1078 (through Gibraltar)	509	504	-1%	Very Low	High	Minor Beneficial
52	B1078 (west of Coddenham)	500	500	0%	Very Low	High	Nil
53a	A144 (west of A12)	221	219	-1%	Very Low	High	Minor Beneficial
57	Sizewell Link Road (east of A12)	0	781	781193%	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	671	1456	117%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	1176	1175814%	Low	Medium	Minor Adverse
64	B1122 north of SZC access	90	1157	1185%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	399	398812%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	105	0	-100%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	1179	1179338%	Low	Very low	Negligible
68	Darsham P&R	0	132	131900%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	132	131900%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	67	125	86%	Very Low	Very low	Negligible
73	B1078 south of B1116	167	228	36%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	111	4	-97%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	27	294	972%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	108	200	85%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	22	107	381%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
78	A12 (north of B1121)	712	1497	110%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	75	64	-15%	Very Low	High	Minor Beneficial
83	A145 west of A12	289	328	13%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	472	613	30%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	666	809	21%	Very Low	Very low	Negligible
86	A12 south of B1387	660	840	27%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2165	2763	28%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2261	2871	27%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	130	134	3%	Very Low	High	Minor Adverse

Table 1.47: Fear and Intimidation 2028 Preferred Strategy (Busiest Day) 18 Hour AAWT

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	6585	6982	6%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	2895	3661	26%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3158	6278	99%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2904	3530	22%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5485	9157	67%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4360	7503	72%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5059	5788	14%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6409	7349	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3332	4047	21%	Very Low	High	Minor Adverse
9a	A1094 (W)	8280	8702	5%	Very Low	Medium	Minor Adverse
9b	Snape Road	4602	5158	12%	Very Low	High	Minor Adverse
9c	A1094 (E)	8945	9907	11%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5468	561	-90%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	7853	7852776%	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2652	3022	14%	Very Low	High	Minor Adverse
12a	B1121 (N)	5059	5297	5%	Very Low	High	Minor Adverse
12b	B1119 (E)	5261	5793	10%	Very Low	High	Minor Adverse
13a	A12 (N)	15456	16270	5%	Very Low	Low	Negligible
13b	B1122	3897	4247	9%	Very Low	Low	Negligible

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
13d	A1120	4053	4675	15%	Very Low	High	Minor Adverse
16	A12 Wrentham	10378	11496	11%	Very Low	High	Minor Adverse
17a	A12 (N)	11503	13170	14%	Very Low	Medium	Minor Adverse
17c	A12 (S)	9443	10863	15%	Very Low	Medium	Minor Adverse
19b	A12 (N)	14751	14822	0%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13165	13911	6%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15554	16250	4%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15182	15685	3%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17349	18405	6%	Very Low	Very low	Negligible
22b	A1094	8330	8714	5%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	21902	291	-99%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	21895	273	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	22991	22990612%	Medium	Medium	Moderate Adverse
24	A12 Stratford St Andrew (Low Road)	21873	258	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	21873	23259	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	22516	23911	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24157	25979	8%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4527	5465	21%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3312	3417	3%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2023	2190	8%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
32a	A12 (N)	25220	26760	6%	Very Low	Very low	Negligible
32c	A12 (S)	41619	42649	2%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	47999	47795	0%	Very Low	Very low	Negligible
34b	Main Road (E)	7226	7574	5%	Very Low	High	Minor Adverse
34c	A12 (S)	39931	40122	0%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	41619	42649	2%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	10472	11459	9%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	6368	7496	18%	Very Low	Very low	Negligible
41	B1125 through Middleton	2079	2805	35%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8721	9666	11%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7409	8037	8%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	4942	5579	13%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	10028	11514	15%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	2063	2062576%	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	12512	13787	10%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	5963	5963285%	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	5468	8146	49%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	4031	4031360%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3254	111	-97%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	5192	5191624%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
68	Darsham P&R	0	2114	2113467%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	1829	1828547%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	2023	4255	110%	Very Low	Very low	Negligible
73	B1078 south of B1116	7983	9306	17%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3897	340	-91%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	2904	3670	26%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5354	6347	19%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4182	5502	32%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	15605	16073	3%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	743	976	31%	Very Low	High	Minor Adverse
83	A145 west of A12	2497	2921	17%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9292	10442	12%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	11835	13100	11%	Very Low	Very low	Negligible
86	A12 south of B1387	10065	11454	14%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	47059	47269	0%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	38421	38902	1%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3806	4412	16%	Very Low	High	Minor Adverse

Table 1.48: Fear and Intimidation 2028 Preferred Strategy (Busiest Day) Representative Hour + SPR

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	715	731	2%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	353	414	17%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	875	70%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	572	123%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	651	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	314	34%	Very Low	High	Minor Adverse
9a	A1094 (W)	664	687	3%	Very Low	Medium	Minor Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
9c	A1094 (E)	720	811	13%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	513	61	-88%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	651	650600%	Low	Medium	Minor Adverse
11	B1125 through Westleton	242	253	5%	Very Low	High	Minor Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	332	12%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1166	8%	Very Low	Low	Negligible
13b	B1122	342	374	9%	Very Low	Low	Negligible
13d	A1120	296	334	13%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	776	898	16%	Very Low	High	Minor Adverse
17a	A12 (N)	858	1018	19%	Very Low	Medium	Minor Adverse
17c	A12 (S)	664	822	24%	Very Low	Medium	Minor Adverse
19b	A12 (N)	1167	1166	0%	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	856	914	7%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	1034	5%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	1032	5%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1196	6%	Very Low	Very low	Negligible
22b	A1094	670	687	3%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1517	26	-98%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	1514	21	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	1575	1574500%	Medium	Medium	Moderate Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	1511	1594	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1634	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1888	9%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	358	27%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	114	12%	Very Low	Very low	Negligible
32a	A12 (N)	1804	1957	8%	Very Low	Very low	Negligible
32c	A12 (S)	3048	3183	4%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
33	A12 south of Woodbridge	3547	3610	2%	Very Low	Very low	Negligible
34b	Main Road (E)	419	404	-4%	Very Low	High	Minor Beneficial
34c	A12 (S)	2598	2692	4%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	3048	3183	4%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	828	913	10%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	573	676	18%	Very Low	Very low	Negligible
41	B1125 through Middleton	204	238	17%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	655	12%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	579	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	466	14%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	689	853	24%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	138	137700%	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	813	912	12%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	488	488300%	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	513	692	35%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	358	357500%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	300	9	-97%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	473	472900%	Very Low	Very low	Negligible
68	Darsham P&R	0	291	290900%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	217	216900%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	102	316	210%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
73	B1078 south of B1116	589	696	18%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	357	419	17%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	571	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	1091	5%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	68	28%	Very Low	High	Minor Adverse
83	A145 west of A12	207	234	13%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	834	18%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1023	15%	Very Low	Very low	Negligible
86	A12 south of B1387	697	852	22%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3246	3%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2704	4%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.49: Fear and Intimidation 2028 Preferred Strategy (Busiest Day) 18 Hour AAWT HDVs + SPR

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	10	112	978%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	9	279	3162%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	91	286	215%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	27	154	461%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	90	415	363%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	115	312	171%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	124	146	18%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	131	135	3%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	49	60	24%	Very Low	High	Minor Adverse
9a	A1094 (W)	214	378	77%	Very Low	Medium	Minor Adverse
9b	Snape Road	101	101	0%	Very Low	High	Nil
9c	A1094 (E)	212	375	77%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	90	0	-100%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	1355	1355062%	Low	Medium	Minor Adverse
11	B1125 through Westleton	9	9	0%	Very Low	High	Nil
12a	B1121 (N)	43	65	52%	Very Low	High	Minor Adverse
12b	B1119 (E)	133	148	11%	Very Low	High	Minor Adverse
13a	A12 (N)	897	1232	37%	Very Low	Low	Negligible
13b	B1122	111	430	288%	Very Low	Low	Negligible
13d	A1120	132	136	3%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	431	591	37%	Very Low	High	Minor Adverse
17a	A12 (N)	658	867	32%	Very Low	Medium	Minor Adverse
17c	A12 (S)	658	867	32%	Very Low	Medium	Minor Adverse
19b	A12 (N)	208	305	46%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	677	1632	141%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	683	1638	140%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	712	1668	134%	Very Low	Medium	Minor Adverse
22a	A12 (N)	834	1787	114%	Very Low	Very low	Negligible
22b	A1094	217	382	76%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	912	11	-99%	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	918	11	-99%	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	1972	1972252%	Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	922	13	-99%	Very Low	Medium	Minor Beneficial
25	A12 Little Glemham	922	1996	116%	Low	Medium	Minor Adverse
26	A12 Marlesford	928	2006	116%	Low	Medium	Minor Adverse
27	A12 south of Wickham Market	962	1885	96%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	158	143	-9%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	11	0	-99%	Very Low	High	Minor Beneficial
29	B1078 onslip to A12	67	125	86%	Very Low	Very low	Negligible
32a	A12 (N)	1087	1980	82%	Very Low	Very low	Negligible
32c	A12 (S)	1890	2748	45%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
33	A12 south of Woodbridge	2412	3235	34%	Very Low	Very low	Negligible
34b	Main Road (E)	0	60	59900%	Very Low	High	Minor Adverse
34c	A12 (S)	2270	3041	34%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	1890	2748	45%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	219	382	74%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	139	325	134%	Very Low	Very low	Negligible
41	B1125 through Middleton	9	9	0%	Very Low	Medium	Nil
51	B1078 (through Gibraltar)	509	504	-1%	Very Low	High	Minor Beneficial
52	B1078 (west of Coddenham)	500	500	0%	Very Low	High	Nil
53a	A144 (west of A12)	221	219	-1%	Very Low	High	Minor Beneficial
53b	A12 (north of A144)	666	876	31%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	952	951578%	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	671	1627	142%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	1376	1375814%	Low	Medium	Minor Adverse
64	B1122 north of SZC access	90	1357	1407%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	429	428428%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	105	0	-100%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	1379	1379338%	Low	Very low	Negligible
68	Darsham P&R	0	132	131900%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	132	131900%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	67	125	86%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
73	B1078 south of B1116	167	228	36%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	111	4	-97%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	27	294	972%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	108	200	85%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	22	107	381%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	712	1668	134%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	75	64	-15%	Very Low	High	Minor Beneficial
83	A145 west of A12	289	338	17%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	472	632	34%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	666	828	24%	Very Low	Very low	Negligible
86	A12 south of B1387	660	869	32%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2165	2933	36%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2261	3031	34%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	130	134	3%	Very Low	High	Minor Adverse

Table 1.50: Fear and Intimidation 2028 Integrated Strategy (Typical Day) 18 Hour AAWT + SPR

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	6585	6982	6%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	2895	3672	27%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3158	6276	99%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2904	3544	22%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5485	9167	67%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4360	7503	72%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5059	5770	14%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6409	7355	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3332	4049	22%	Very Low	High	Minor Adverse
9a	A1094 (W)	8280	8717	5%	Very Low	Medium	Minor Adverse
9b	Snape Road	4602	5149	12%	Very Low	High	Minor Adverse
9c	A1094 (E)	8945	9922	11%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5468	482	-91%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	7893	7892579%	Very Low	Medium	Minor Adverse
12a	B1121 (N)	5059	5251	4%	Very Low	High	Minor Adverse
12b	B1119 (E)	5261	5775	10%	Very Low	High	Minor Adverse
13a	A12 (N)	15456	16300	5%	Very Low	Low	Negligible
13b	B1122	3897	4238	9%	Very Low	Low	Negligible
13d	A1120	4053	4617	14%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	10378	11513	11%	Very Low	High	Minor Adverse
19b	A12 (N)	14751	14834	1%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13165	13972	6%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15554	16287	5%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15182	15769	4%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17349	18519	7%	Very Low	Very low	Negligible
22b	A1094	8330	8731	5%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	21902	291	-99%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	21895	273	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	23123	23123146%	Medium	Medium	Moderate Adverse
24	A12 Stratford St Andrew (Low Road)	21873	258	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	21873	23385	7%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	22516	24035	7%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24157	26172	8%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4527	5463	21%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3312	3395	3%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2023	2188	8%	Very Low	Very low	Negligible
32a	A12 (N)	25220	26994	7%	Very Low	Very low	Negligible
32c	A12 (S)	41619	42952	3%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	47999	48239	0%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
34b	Main Road (E)	7226	7549	4%	Very Low	High	Minor Adverse
34c	A12 (S)	39931	40377	1%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	41619	42952	3%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	10472	11469	10%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	6368	7504	18%	Very Low	Very low	Negligible
51	B1078 (through Gibraltar)	8721	9647	11%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7409	8009	8%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	4942	5583	13%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	2040	2039677%	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	12512	13878	11%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	5932	5932378%	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	5468	8108	48%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	4026	4026247%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3254	111	-97%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	5144	5143527%	Very Low	Very low	Negligible
68	Darsham P&R	0	2114	2113467%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	1858	1858091%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	2023	4267	111%	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	3897	341	-91%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	2904	3684	27%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
76	B1069 (north of Aldringham Lane)	5354	6350	19%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4182	5502	32%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	15605	16171	4%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	743	942	27%	Very Low	High	Minor Adverse
83	A145 west of A12	2497	2930	17%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9292	10458	13%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	11835	13119	11%	Very Low	Very low	Negligible
86	A12 south of B1387	10065	11472	14%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	47059	47532	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	38421	39051	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3806	4341	14%	Very Low	High	Minor Adverse

Table 1.51: Fear and Intimidation 2028 Integrated Strategy (Typical Day) Representative Hour + SPR

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	715	731	2%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	353	414	17%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	875	70%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	573	124%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	651	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	315	35%	Very Low	High	Minor Adverse
9a	A1094 (W)	664	690	4%	Very Low	Medium	Minor Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
9c	A1094 (E)	720	815	13%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	513	40	-92%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	667	666900%	Low	Medium	Minor Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	333	13%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1173	8%	Very Low	Low	Negligible
13b	B1122	342	373	9%	Very Low	Low	Negligible
13d	A1120	296	334	13%	Very Low	High	Minor Adverse
16	A12 Wrentham	776	904	16%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
19b	A12 (N)	1167	1165	0%	Very Low	Medium	Minor Beneficial
21b	A12 (north of B1119)	856	921	8%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	1040	6%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	1038	6%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1203	6%	Very Low	Very low	Negligible
22b	A1094	670	689	3%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1517	26	-98%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	1514	21	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	1584	1583900%	Medium	Medium	Moderate Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	1511	1604	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1643	6%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1914	11%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	355	26%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	112	10%	Very Low	Very low	Negligible
32a	A12 (N)	1804	1985	10%	Very Low	Very low	Negligible
32c	A12 (S)	3048	3217	6%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	3547	3655	3%	Very Low	Very low	Negligible
34b	Main Road (E)	419	404	-4%	Very Low	High	Minor Beneficial
34c	A12 (S)	2598	2697	4%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
38b	A12 Woodbridge n/o B1079	3048	3217	6%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	828	915	11%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	573	677	18%	Very Low	Very low	Negligible
51	B1078 (through Gibraltar)	584	652	12%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	578	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	466	14%	Very Low	High	Minor Adverse
57	Sizewell Link Road (east of A12)	0	135	134900%	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	813	918	13%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	483	482900%	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	513	689	34%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	356	355900%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	300	9	-97%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	470	469900%	Very Low	Very low	Negligible
68	Darsham P&R	0	291	290900%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	224	223900%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	102	321	215%	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	342	24	-93%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	357	419	17%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	572	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	1098	5%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
82	B1438 Melton Hill	53	67	26%	Very Low	High	Minor Adverse
83	A145 west of A12	207	237	14%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	841	19%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1029	16%	Very Low	Very low	Negligible
86	A12 south of B1387	697	861	24%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3253	3%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2708	4%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.52: Fear and Intimidation 2028 Integrated Strategy (Typical Day) 18 Hour AAWT HDVs + SPR

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	10	112	978%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	9	279	3162%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	91	286	215%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	27	154	461%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	90	415	363%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	115	312	171%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	124	146	18%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	131	135	3%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	49	60	24%	Very Low	High	Minor Adverse
9a	A1094 (W)	214	378	77%	Very Low	Medium	Minor Adverse
9b	Snape Road	101	101	0%	Very Low	High	Nil
9c	A1094 (E)	212	375	77%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	90	0	-100%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	1305	1305062%	Low	Medium	Minor Adverse
12a	B1121 (N)	43	65	52%	Very Low	High	Minor Adverse
12b	B1119 (E)	133	148	11%	Very Low	High	Minor Adverse
13a	A12 (N)	897	1225	37%	Very Low	Low	Negligible
13b	B1122	111	423	282%	Very Low	Low	Negligible
13d	A1120	132	136	3%	Very Low	High	Minor Adverse
16	A12 Wrentham	431	587	36%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
19b	A12 (N)	208	301	44%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	677	1589	135%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	683	1595	134%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	712	1625	128%	Very Low	Medium	Minor Adverse
22a	A12 (N)	834	1744	109%	Very Low	Very low	Negligible
22b	A1094	217	382	76%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	912	11	-99%	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	918	11	-99%	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	1929	1929252%	Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	922	13	-99%	Very Low	Medium	Minor Beneficial
25	A12 Little Glemham	922	1953	112%	Low	Medium	Minor Adverse
26	A12 Marlesford	928	1963	112%	Low	Medium	Minor Adverse
27	A12 south of Wickham Market	962	1842	91%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	158	143	-9%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	11	0	-99%	Very Low	High	Minor Beneficial
29	B1078 onslip to A12	67	125	86%	Very Low	Very low	Negligible
32a	A12 (N)	1087	1937	78%	Very Low	Very low	Negligible
32c	A12 (S)	1890	2705	43%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	2412	3192	32%	Very Low	Very low	Negligible
34b	Main Road (E)	0	60	59900%	Very Low	High	Minor Adverse
34c	A12 (S)	2270	3000	32%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
38b	A12 Woodbridge n/o B1079	1890	2705	43%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	219	382	74%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	139	325	134%	Very Low	Very low	Negligible
51	B1078 (through Gibraltar)	509	504	-1%	Very Low	High	Minor Beneficial
52	B1078 (west of Coddenham)	500	500	0%	Very Low	High	Nil
53a	A144 (west of A12)	221	219	-1%	Very Low	High	Minor Beneficial
57	Sizewell Link Road (east of A12)	0	909	908578%	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	671	1584	136%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	1326	1325814%	Low	Medium	Minor Adverse
64	B1122 north of SZC access	90	1307	1352%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	422	421428%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	105	0	-100%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	1329	1329338%	Low	Very low	Negligible
68	Darsham P&R	0	132	131900%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	132	131900%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	67	125	86%	Very Low	Very low	Negligible
74	B1122 (Middleton Moor)	111	4	-97%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	27	294	972%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	108	200	85%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	22	107	381%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	712	1625	128%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
82	B1438 Melton Hill	75	64	-15%	Very Low	High	Minor Beneficial
83	A145 west of A12	289	335	16%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	472	628	33%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	666	824	24%	Very Low	Very low	Negligible
86	A12 south of B1387	660	862	31%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2165	2890	34%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2261	2999	33%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	130	134	3%	Very Low	High	Minor Adverse

Table 1.53: Fear and Intimidation 2028 Integrated Strategy (Busiest Day) 18 Hour AAWT + SPR

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	6585	6982	6%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	2895	3661	26%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	3158	6278	99%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	2904	3530	22%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	5485	9157	67%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4360	7503	72%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	5059	5788	14%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	6409	7349	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	3332	4047	21%	Very Low	High	Minor Adverse
9a	A1094 (W)	8280	8702	5%	Very Low	Medium	Minor Adverse
9b	Snape Road	4602	5158	12%	Very Low	High	Minor Adverse
9c	A1094 (E)	8945	9907	11%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5468	561	-90%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	8153	8152776%	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2652	3022	14%	Very Low	High	Minor Adverse
12a	B1121 (N)	5059	5297	5%	Very Low	High	Minor Adverse
12b	B1119 (E)	5261	5793	10%	Very Low	High	Minor Adverse
13a	A12 (N)	15456	16315	6%	Very Low	Low	Negligible
13b	B1122	3897	4292	10%	Very Low	Low	Negligible

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
13d	A1120	4053	4675	15%	Very Low	High	Minor Adverse
16	A12 Wrentham	10378	11526	11%	Very Low	High	Minor Adverse
17a	A12 (N)	11503	13215	15%	Very Low	Medium	Minor Adverse
17c	A12 (S)	9443	10908	16%	Very Low	Medium	Minor Adverse
19b	A12 (N)	14751	14852	1%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	13165	14166	8%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15554	16505	6%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	15182	15940	5%	Very Low	Medium	Minor Adverse
22a	A12 (N)	17349	18660	8%	Very Low	Very low	Negligible
22b	A1094	8330	8714	5%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	21902	291	-99%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	21895	273	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	23246	23245612%	Medium	Medium	Moderate Adverse
24	A12 Stratford St Andrew (Low Road)	21873	258	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	21873	23514	8%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	22516	24166	7%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24157	26234	9%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	4527	5465	21%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	3312	3417	3%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	2023	2190	8%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
32a	A12 (N)	25220	27015	7%	Very Low	Very low	Negligible
32c	A12 (S)	41619	42904	3%	Very Low	Medium	Minor Adverse
33	A12 south of Woodbridge	47999	48050	0%	Very Low	Very low	Negligible
34a	A12 (N)	51578	52209	1%	Very Low	Very low	Negligible
34b	Main Road (E)	7226	7574	5%	Very Low	High	Minor Adverse
34c	A12 (S)	39931	40377	1%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	41619	42904	3%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	10472	11459	9%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	6368	7496	18%	Very Low	Very low	Negligible
41	B1125 through Middleton	2079	2805	35%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	8721	9666	11%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	7409	8037	8%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	4942	5579	13%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	10028	11559	15%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	2318	2317576%	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	12512	14042	12%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	6263	6263285%	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	5468	8446	54%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	4076	4076360%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3254	111	-97%	Very Low	Medium	Minor Beneficial

Link Number	Link Name	Reference Case (18 Hour AAWT total traffic)	Reference Case + Sizewell (18 Hour AAWT total traffic)	% Change	Magnitude	Sensitivity	Effect Significance
67	Main Site Access	0	5492	5491624%	Very Low	Very low	Negligible
68	Darsham P&R	0	2114	2113467%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	1846	1846341%	Very Low	Very low	Negligible
70	A12 on-slip (west of WM P&R)	2023	4255	110%	Very Low	Very low	Negligible
73	B1078 south of B1116	7983	9306	17%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	3897	340	-91%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	2904	3670	26%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	5354	6347	19%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4182	5502	32%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	15605	16328	5%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	743	976	31%	Very Low	High	Minor Adverse
83	A145 west of A12	2497	2936	18%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	9292	10472	13%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	11835	13130	11%	Very Low	Very low	Negligible
86	A12 south of B1387	10065	11499	14%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	47059	47524	1%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	38421	39157	2%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	3806	4412	16%	Very Low	High	Minor Adverse

Table 1.54: Fear and Intimidation 2028 Integrated Strategy (Busiest Day) Representative Hour + SPR

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	715	731	2%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	353	414	17%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	228	544	139%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	357	407	14%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	515	875	70%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	256	572	123%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	278	331	19%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	567	651	15%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	234	314	34%	Very Low	High	Minor Adverse
9a	A1094 (W)	664	687	3%	Very Low	Medium	Minor Adverse
9b	Snape Road	324	387	19%	Very Low	High	Minor Adverse
9c	A1094 (E)	720	811	13%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	513	61	-88%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	666	665900%	Low	Medium	Minor Adverse
11	B1125 through Westleton	242	253	5%	Very Low	High	Minor Adverse
12a	B1121 (N)	306	312	2%	Very Low	High	Minor Adverse
12b	B1119 (E)	296	332	12%	Very Low	High	Minor Adverse
13a	A12 (N)	1082	1168	8%	Very Low	Low	Negligible
13b	B1122	342	376	10%	Very Low	Low	Negligible
13d	A1120	296	334	13%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	776	900	16%	Very Low	High	Minor Adverse
17a	A12 (N)	858	1020	19%	Very Low	Medium	Minor Adverse
17c	A12 (S)	664	824	24%	Very Low	Medium	Minor Adverse
19b	A12 (N)	1167	1168	0%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	856	928	8%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	981	1048	7%	Very Low	Medium	Minor Adverse
21e	A12 (south of B1119)	981	1046	7%	Very Low	Medium	Minor Adverse
22a	A12 (N)	1133	1210	7%	Very Low	Very low	Negligible
22b	A1094	670	687	3%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	1517	26	-98%	Medium	Medium	Moderate Beneficial
23	A12 Farnham Bend	1514	21	-99%	Medium	Medium	Moderate Beneficial
23A	A12 Two Village Bypass	0	1589	1588900%	Medium	Medium	Moderate Adverse
24	A12 Stratford St Andrew (Low Road)	1511	19	-99%	Medium	Medium	Moderate Beneficial
25	A12 Little Glemham	1511	1609	6%	Very Low	Medium	Minor Adverse
26	A12 Marlesford	1546	1649	7%	Very Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1727	1904	10%	Very Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	281	358	27%	Very Low	High	Minor Adverse
28c	B1438 High Street, Wickham Market	221	225	2%	Very Low	High	Minor Adverse
29	B1078 onslip to A12	102	114	12%	Very Low	Very low	Negligible
32a	A12 (N)	1804	1973	9%	Very Low	Very low	Negligible
32c	A12 (S)	3048	3200	5%	Very Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
33	A12 south of Woodbridge	3547	3626	2%	Very Low	Very low	Negligible
34a	A12 (N)	3701	3814	3%	Very Low	Very low	Negligible
34b	Main Road (E)	419	404	-4%	Very Low	High	Minor Beneficial
34c	A12 (S)	2598	2709	4%	Very Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	3048	3200	5%	Very Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	828	913	10%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	573	676	18%	Very Low	Very low	Negligible
41	B1125 through Middleton	204	238	17%	Very Low	Medium	Minor Adverse
51	B1078 (through Gibraltar)	584	655	12%	Very Low	High	Minor Adverse
52	B1078 (west of Coddenham)	521	579	11%	Very Low	High	Minor Adverse
53a	A144 (west of A12)	408	466	14%	Very Low	High	Minor Adverse
53b	A12 (north of A144)	689	855	24%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	151	150900%	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	813	925	14%	Very Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	504	503900%	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	513	707	38%	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	360	359900%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	300	9	-97%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	488	487900%	Very Low	Very low	Negligible
68	Darsham P&R	0	291	290900%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	217	216900%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (total traffic in the hour)	Reference Case + Sizewell (total traffic in the hour)	% Change	Magnitude	Sensitivity	Effect Significance
70	A12 on-slip (west of WM P&R)	102	316	210%	Very Low	Very low	Negligible
73	B1078 south of B1116	589	696	18%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	342	24	-93%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	357	419	17%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	475	571	20%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	297	449	51%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	1041	1105	6%	Very Low	Medium	Minor Adverse
82	B1438 Melton Hill	53	68	28%	Very Low	High	Minor Adverse
83	A145 west of A12	207	235	14%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	709	836	18%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	886	1025	16%	Very Low	Very low	Negligible
86	A12 south of B1387	697	854	23%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	3151	3263	4%	Very Low	Very low	Negligible
88	A12 south of Foxhall Road	2601	2721	5%	Very Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	282	318	13%	Very Low	High	Minor Adverse

Table 1.55: Fear and Intimidation 2028 Integrated Strategy (Busiest Day) 18 Hour AAWT HDVs + SPR

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	10	112	978%	Very Low	Medium	Minor Adverse
3	Lovers Lane (LEEIE)	9	279	3162%	Very Low	Medium	Minor Adverse
4a	B1122 (S)	91	286	215%	Very Low	Medium	Minor Adverse
4b	Lovers Lane	27	154	461%	Very Low	Medium	Minor Adverse
4c	B1122 (N)	90	415	363%	Very Low	High	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	115	312	171%	Very Low	High	Minor Adverse
6	B1119 Samundham Road	124	146	18%	Very Low	High	Minor Adverse
7	B1069 Coldfair Green	131	135	3%	Very Low	High	Minor Adverse
8	B1122 Aldeburgh	49	60	24%	Very Low	High	Minor Adverse
9a	A1094 (W)	214	378	77%	Very Low	Medium	Minor Adverse
9b	Snape Road	101	101	0%	Very Low	High	Nil
9c	A1094 (E)	212	375	77%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	90	0	-100%	Very Low	Medium	Minor Beneficial
10A	Theberton Bypass	0	1655	1655062%	Low	Medium	Minor Adverse
11	B1125 through Westleton	9	9	0%	Very Low	High	Nil
12a	B1121 (N)	43	65	52%	Very Low	High	Minor Adverse
12b	B1119 (E)	133	148	11%	Very Low	High	Minor Adverse
13a	A12 (N)	897	1277	42%	Very Low	Low	Negligible
13b	B1122	111	475	329%	Very Low	Low	Negligible
13d	A1120	132	136	3%	Very Low	High	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	431	621	44%	Very Low	High	Minor Adverse
17a	A12 (N)	658	912	39%	Very Low	Medium	Minor Adverse
17c	A12 (S)	658	912	39%	Very Low	Medium	Minor Adverse
19b	A12 (N)	208	335	61%	Very Low	Medium	Minor Adverse
21b	A12 (north of B1119)	677	1887	179%	Low	Medium	Minor Adverse
21c	A12 (middle)	683	1893	177%	Low	Medium	Minor Adverse
21e	A12 (south of B1119)	712	1923	170%	Low	Medium	Minor Adverse
22a	A12 (N)	834	2042	145%	Low	Very low	Negligible
22b	A1094	217	382	76%	Very Low	Medium	Minor Adverse
22c	A12 (S) (Farnham)	912	11	-99%	Very Low	Medium	Minor Beneficial
23	A12 Farnham Bend	918	11	-99%	Very Low	Medium	Minor Beneficial
23A	A12 Two Village Bypass	0	2227	2227252%	Medium	Medium	Moderate Adverse
24	A12 Stratford St Andrew (Low Road)	922	13	-99%	Very Low	Medium	Minor Beneficial
25	A12 Little Glemham	922	2251	144%	Low	Medium	Minor Adverse
26	A12 Marlesford	928	2261	144%	Low	Medium	Minor Adverse
27	A12 south of Wickham Market	962	2140	122%	Low	Medium	Minor Adverse
28b	B1078 Wickham Market (east of B1438)	158	143	-9%	Very Low	High	Minor Beneficial
28c	B1438 High Street, Wickham Market	11	0	-99%	Very Low	High	Minor Beneficial
29	B1078 onslip to A12	67	125	86%	Very Low	Very low	Negligible
32a	A12 (N)	1087	2235	106%	Low	Very low	Negligible
32c	A12 (S)	1890	3003	59%	Low	Medium	Minor Adverse

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
33	A12 south of Woodbridge	2412	3490	45%	Low	Very low	Negligible
34a	A12 (N)	2930	4007	37%	Low	Very low	Negligible
34b	Main Road (E)	0	60	59900%	Very Low	High	Minor Adverse
34c	A12 (S)	2270	3296	45%	Low	Medium	Minor Adverse
38b	A12 Woodbridge n/o B1079	1890	3003	59%	Low	Medium	Minor Adverse
39a	A1094 (west of B1069)	219	382	74%	Very Low	Medium	Minor Adverse
39b	B1069 (north of A1094)	139	325	134%	Very Low	Very low	Negligible
41	B1125 through Middleton	9	9	0%	Very Low	Medium	Nil
51	B1078 (through Gibraltar)	509	504	-1%	Very Low	High	Minor Beneficial
52	B1078 (west of Coddenham)	500	500	0%	Very Low	High	Nil
53a	A144 (west of A12)	221	219	-1%	Very Low	High	Minor Beneficial
53b	A12 (north of A144)	666	921	38%	Very Low	Medium	Minor Adverse
57	Sizewell Link Road (east of A12)	0	1207	1206578%	Low	Medium	Minor Adverse
59	A12 (south of SLR)	671	1882	180%	Low	Very low	Negligible
63	Theberton Bypass (west of B1125)	0	1676	1675814%	Low	Medium	Minor Adverse
64	B1122 north of SZC access	90	1657	1740%	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	474	473428%	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	105	0	-100%	Very Low	Medium	Minor Beneficial
67	Main Site Access	0	1679	1679338%	Low	Very low	Negligible
68	Darsham P&R	0	132	131900%	Very Low	Very low	Negligible
69	Wickham Market P&R	0	132	131900%	Very Low	Very low	Negligible

Link Number	Link Name	Reference Case (18 Hour AAWT HDV)	Reference Case + Sizewell (18 Hour AAWT HDV)	% Change	Magnitude	Sensitivity	Effect Significance
70	A12 on-slip (west of WM P&R)	67	125	86%	Very Low	Very low	Negligible
73	B1078 south of B1116	167	228	36%	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	111	4	-97%	Very Low	Medium	Minor Beneficial
75	Lovers Lane	27	294	972%	Very Low	Medium	Minor Adverse
76	B1069 (north of Aldringham Lane)	108	200	85%	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	22	107	381%	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	712	1923	170%	Low	Medium	Minor Adverse
82	B1438 Melton Hill	75	64	-15%	Very Low	High	Minor Beneficial
83	A145 west of A12	289	353	22%	Very Low	Medium	Minor Adverse
84	A12 south of B1126	472	662	40%	Very Low	Medium	Minor Adverse
85	A12 south of A1095	666	858	29%	Very Low	Very low	Negligible
86	A12 south of B1387	660	914	39%	Very Low	Very low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2165	3188	47%	Low	Very low	Negligible
88	A12 south of Foxhall Road	2261	3286	45%	Low	Very low	Negligible
90	A1120 Sibton (east of Mill Hill)	130	134	3%	Very Low	High	Minor Adverse

APPENDIX 2C TRANSPORT ENVIRONMENTAL ASSESSMENT ADDENDUM

APPENDIX D: METHODOLOGY OF TRANSPORT FLOWS

CONTENTS

1 APPROACH TO CALCULATION OF TRAFFIC FLOWS FOR THE SIZEWELL C TRANSPORT ES 2
1.1 Background 2
1.2 Approach in Transport ES 2
1.3 SCC's requested approach 7
1.4 Summary and conclusion 11

1 APPROACH TO CALCULATION OF TRAFFIC FLOWS FOR THE SIZEWELL C TRANSPORT ES

1.1 Background

1.1.1 The assessment of transport effects presented in **Volume 2, Chapter 10** of the **Environmental Statement** [APP-198] and in **Volume 1, Chapter 2** of the **ES Addendum** [AS-181] uses 24-hour Annual Average Weekday Traffic (AAWT) traffic flows ('24hr AAWT') which were derived from the hourly flows extracted from the Sizewell C strategic VISUM model.

1.1.2 Conversion factors were derived from 2015 surveyed traffic data and, for each assessed scenario, applied to the VISUM modelled traffic flows for the seven individual modelled hours (covering 6-9am and 3-7pm), applicable to the existing (non-Sizewell C) traffic only; daily 'Sizewell C traffic' volumes were calculated separately using factors based on the modelled shift patterns and HGV profiles.

1.1.3 The methodology applied for the 24hr AAWT calculations has been reviewed by Aecom on behalf of Suffolk County Council (SCC), and SCC has requested that an assessment be made of the potential changes to the assessment of transport effects if changes were made to the calculation of the 24hr AAWT flows used, which are explained further in this note.

1.1.4 This note explains the methodology applied to produce the non-Sizewell C 24hr AAWT flows, which have been used for the assessment of transport effects reported in the **ES** [APP-198] and in the **ES Addendum** [AS-181] and why they are considered to provide a robust assessment. It also sets out the alternative methodology requested by SCC and summarises the effect of these changes on the traffic flows across the study area.

1.2 Approach in Transport ES

1.2.2 For the calculation of the daily flows used to inform the assessment of transport effects in the **ES** [APP-198] and the **ES Addendum** [AS-181] a two-step process was applied to convert the seven modelled hourly VISUM flows to 24hr AAWT:

- manual 'base year flow adjustment' of hourly modelled flows (non-Sizewell C traffic only)

- conversion from seven modelled hours to 24hr AAWT using a common factor derived from an average of five ATC survey sites.

1.2.3 These steps are explained in the following sections.

a) Base year flow adjustment

1.2.4 For each forecast scenario, the traffic flows were extracted, by vehicle class, from each of the seven hourly VISUM models. The existing (non-Sizewell C) traffic flows were then adjusted based on a comparison of the 2015 base year modelled and observed flows, either where the was a survey on that specific link or in a nearby location.

1.2.5 This was done to increase the precision of reported flow differences between 'reference case' and 'with Sizewell C' scenarios, particularly in terms of HGVs and buses where baseline flows are lower than cars and LGVs, and therefore percentage increases are magnified from a lower base level.

1.2.6 The adjustment factors were derived by comparing 2015 base modelled flows, for each hour and vehicle class, with the surveyed flow where available. The factor was then calculated as either an absolute or relative difference, depending on the modelled link location. For modelled links which were not in a surveyed location, the relative difference of nearby survey locations was used to provide that adjustment factor. An example of this adjustment is shown in Tables 1 and 2, for the B1122 at Theberton (Link Ref 10) and the A12 at Farnham (Link Ref 23).

Table 1 – Base year adjustment factors – B1122 Theberton (Link Ref 10)

Hour	2015 Base model flow			2015 Observed flow			Base year adjustment			2015 adjusted model flow		
	CAR	LGV	HGV	CAR	LGV	HGV	CAR	LGV	HGV	CAR	LGV	HGV
Northbound												
6am - 7am	42	5	2	41	12	4	-1	7	2	41	12	4
7am - 8am	89	16	3	86	22	7	-3	6	4	86	22	7
8am - 9am	118	17	6	117	25	11	-1	8	5	117	25	11
3pm - 4pm	194	20	5	190	32	17	-5	12	12	190	32	17
4pm - 5pm	281	28	4	267	51	12	-14	23	8	267	51	12
5pm - 6pm	162	11	1	154	27	3	-9	16	2	154	27	3
6pm - 7pm	109	4	0	98	14	2	-12	10	2	98	14	2
24hr AAWT *	1,900	193	40	1,904	342	124				1,816	349	106

Hour	2015 Base model flow			2015 Observed flow			Base year adjustment			2015 adjusted model flow		
	CAR	LGV	HGV	CAR	LGV	HGV	CAR	LGV	HGV	CAR	LGV	HGV
Southbound												
6am - 7am	88	7	2	83	9	4	-5	2	2	83	9	4
7am - 8am	287	34	6	275	38	9	-12	4	3	275	38	9
8am - 9am	224	29	6	218	37	12	-6	8	6	218	37	12
3pm - 4pm	153	20	4	158	24	8	5	4	4	158	24	8
4pm - 5pm	140	17	3	142	27	7	2	10	4	142	27	7
5pm - 6pm	128	8	1	126	20	5	-2	12	4	126	20	5
6pm - 7pm	117	3	1	118	8	3	1	5	2	118	8	3
24hr AAWT *	2,172	225	44	2,004	275	122				2,137	309	90
Two-way												
24hr AAWT	**4,072**	**418**	**84**	**3,908**	**617**	**246**				**3,953**	**658**	**196**

** For modelled AAWT, this is the sum of seven hour modelled flows x 24hr AAWT factor. For observed, it is the direct 24hr ATC*

Table 2 – Base year adjustment factors – A12 Farnham (Link Ref 23)

Hour	2015 Base model flow			2015 Observed flow			Base year adjustment			2015 adjusted model flow		
	CAR	LGV	HGV	CAR	LGV	HGV	CAR	LGV	HGV	CAR	LGV	HGV
Northbound												
6am - 7am	169	34	24	176	32	31	7	-2	7	176	32	31
7am - 8am	445	98	44	462	92	50	17	-7	6	462	92	50
8am - 9am	546	104	47	499	101	53	-47	-3	6	499	101	53
3pm - 4pm	717	76	36	720	85	39	3	9	3	720	85	39
4pm - 5pm	844	74	30	800	83	32	-45	9	2	800	83	32
5pm - 6pm	738	68	22	763	74	22	25	6	0	763	74	22
6pm - 7pm	616	73	19	623	53	17	7	-20	-3	623	53	17
24hr AAWT *	8,521	1,102	464	7,125	979	572				8,453	1,083	505
Southbound												
6am - 7am	248	51	22	251	55	21	3	4	-1	251	55	21
7am - 8am	582	78	30	574	81	28	-8	3	-3	574	81	28
8am - 9am	616	68	40	641	68	39	25	-1	-1	641	68	39
3pm - 4pm	614	84	42	612	72	43	-2	-12	1	612	72	43
4pm - 5pm	679	89	37	701	83	37	22	-6	0	701	83	37
5pm - 6pm	564	54	25	569	40	18	5	-14	-7	569	40	18
6pm - 7pm	410	39	17	409	31	10	-1	-9	-8	409	31	10
24hr AAWT *	7,764	968	445	7,429	983	542				7,855	897	407
Two-way												
24hr AAWT	**16,285**	**2,070**	**910**	**14,554**	**1,962**	**1,114**				**16,308**	**1,980**	**912**

** For modelled AAWT, this is the sum of seven hour modelled flows x 24hr AAWT factor. For observed, it is the direct 24hr ATC*

1.2.7 The same adjustment was then applied to the modelled non-Sizewell C traffic flows in each of the forecast scenarios (i.e. both 'reference case' and 'with Sizewell C' scenarios) with the aim of increasing the precision of the modelled flows.

1.2.8 Whilst this practice is not commonly undertaken for Transport Assessments, in the case of Sizewell C where a large proportion of the traffic generated is Heavy Duty Vehicles (HDVs, i.e. HGVs and buses), small differences in reference case levels of HDVs which, although not significant in terms of base model validation criteria, can lead to over- or under-estimated proportionate changes in the 'with Sizewell C' scenarios. Sizewell C Co. considers that these manual adjustments were therefore appropriate to provide an increased level of accuracy in the calculated daily traffic flows, and therefore add a further level of robustness to the analysis of Sizewell C traffic impacts.

1.2.9 The base flow adjustment factor calculations were provided to Aecom as consultant to Suffolk County Council (SCC) for review.

b) AAWT conversion

1.2.10 Traditionally, conversion of peak hour flows to 24hr AAWT involves converting AM, Inter Peak and PM 'peak hour' flows to 'peak period', summing together to achieve 12-hour flows, then factoring up to 24-hour flows. The factors applied to the modelled hours, to achieve these periods, are derived from survey data.

1.2.11 The Sizewell C VISUM does not simply cover the traditional AM, Inter peak and PM peak hours; it is modelled for seven individual hours covering the AM period 6-9am and the PM period 3-7pm. The conversion factors, derived from 2015 survey data, were therefore calculated as the average weekday total flow (i.e. 24hr AAWT), divided by the sum of observed traffic flows in the seven modelled hours. For each assessed scenario, this factor was then applied to the sum of the seven hourly modelled flows (after base flow adjustment) for each link in the network.

1.2.12 Similar factors were derived for 24hr AADT (used for air quality assessment) as well as 18hr and 8hr (night-time) AAWT (used for noise and vibration assessment).

1.2.13 A common conversion factor was calculated ('Overall Average', shown in Table 3), considering traffic survey data from five key sites across the local road network, averaged across all sites and in both directions:

- A12 north of Foxhall Road

- A12 at Marlesford
- A12 at Farnham
- A12 at Darsham
- B1122 at Theberton.

Table 3 – 24hr AAWT factors

ROAD	ATC SITE	DIRECTION		
		1	2	TOTAL
A12	1	2.05	2.09	2.07
	12	2.13	2.12	2.13
	13	2.15	2.15	2.15
	102	2.05	1.99	2.02
Average A12		2.09	2.09	**2.09**
B1122	**2**	1.92	1.90	**1.91**
Overall Average		2.06	2.05	**2.05**

1.2.14 This common conversion factor was applied for all links in the model for consistency. If different factors were derived for each modelled link, based on the nearest survey site, this would exponentially increase processing and could result in widely varying factors which would result in incongruity between the daily flows reported at different sites. Furthermore, since factors can only be derived where 24-hour flows are surveyed, this results in a vast number of modelled links which do not have a directly surveyed 24hr AAWT factor and must use a nearby site, leading to subjectivity over the selection of the most appropriate sites for those without direct surveys.

1.2.15 It is therefore usual practice to consider a range of survey sites suitable for the study area and assessment, and obtain an average which would then be used for the 24hr AAWT calculation for all modelled links, which is the approach taken for the Sizewell C assessment.

1.2.16 The AAWT and AADT factor calculations were provided to Aecom and SCC for review, and were broadly approved with the caveat that an alternative approach be considered for potential impacts on the assessment of transport effects reported in the **ES Addendum** [AS-181], which is set out in **Section 1.3** of this note.

1.3 SCC's requested approach

1.3.2 Aecom, on behalf of SCC, has carried out a detailed review of the methodology for calculating daily traffic flows described in **Section 1.2** of this note. Whilst appreciating the reasoning for the 'base flow adjustment' in this assessment, SCC raised a concern that the adjustments could result in different conclusions being drawn from the ES assessments. SCC has therefore requested the 24hr AAWT flows be reproduced without the base flow adjustment, i.e. directly from the modelled output flows, to establish the potential impact on the assessment of transport effects reported in the **ES Addendum** [AS-181].

1.3.3 SCC also queried the use of a common factor based on a selection of sites including A-road and B-road types. Although this is common practice, a concern was raised that conversion factors for A-roads and B-roads can be different and therefore daily flows on the assessed model links could be over- or under-estimated. SCC has therefore requested the 24hr AAWT flows be reproduced using separate A-road and B-road conversion depending on the link type, for the Transport ES assessment.

1.3.4 Using this approach, the assessed links have been categorised as 'A-road' (major, equivalent to A12) or 'B-road' (including minor A-roads) as shown in **Table 4**.

Table 4 – Assessed link categorisation

LINK REF	LINK NAME	ROAD TYPE
1	Sizewell Gap	B-road
2	King George's Avenue	B-road
3	Lovers Lane ("Big Field")	B-road
4a	B1122 (S)	B-road
4b	Lovers Lane	B-road
4c	B1122 (N)	B-road
5	B1122 Abbey Road (existing level crossing)	B-road
6	B1119 Samundham Road	B-road
7	B1069 Coldfair Green	B-road
8	B1122 Aldeburgh	B-road
9a	A1094 (W)	B-road
9b	Snape Road	B-road
9c	A1094 (E)	B-road
10	B1122 through Theberton	B-road
10A	Theberton Bypass	B-road
11	B1125 through Westleton	B-road

LINK REF	LINK NAME	ROAD TYPE
12a	B1121 (N)	B-road
12b	B1119 (E)	B-road
12c	B1121 (S)	B-road
13a	A12 (N)	A-road
13b	B1122	B-road
13c	A12 (middle)	A-road
13d	A1120	B-road
13e	A12 (S)	A-road
14	A12 north of Darsham park and ride	A-road
15	A144 Halesworth	B-road
16	A12 Wrentham	A-road
17a	A12 (N)	A-road
17b	B1125	B-road
17c	A12 (S)	A-road
18	A145 Beccles	B-road
19a	A1117 (N)	A-road
19b	A12 (N)	A-road
19c	B1384 Stradbroke Rd	B-road
19d	A12 (S)	A-road
19e	A1145 (W)	A-road
20	A1095 Southwold	B-road
21a	B1119 (west of A12)	B-road
21b	A12 (north of B1119)	A-road
21c	A12 (middle)	A-road
21d	B1119 (east of A12)	B-road
21e	A12 (south of B1119)	A-road
22a	A12 (N)	A-road
22b	A1094	B-road
22c	A12 (S) (Farnham)	A-road
23	A12 Farnham Bend	A-road
23A	A12 Two Village Bypass	A-road
24	A12 Stratford St Andrew (Low Road)	A-road
25	A12 Little Glemham	A-road
26	A12 Marlesford	A-road
27	A12 south of Wickham Market	A-road
28a	B1078 Wickham Market	B-road
28b	B1078 Wickham Market (east of B1438)	B-road
28c	B1438 High Street, Wickham Market	B-road
29	B1078 onslip to A12	A-road

LINK REF	LINK NAME	ROAD TYPE
30	B1116 Hatcheston	B-road
31	B1069 Tunstall	B-road
32a	A12 (N)	A-road
32b	A1152	B-road
32c	A12 (S)	A-road
33	A12 south of Woodbridge	A-road
34a	A12 (N)	A-road
34b	Main Road (E)	B-road
34c	A12 (S)	A-road
34d	A1214 Main Road (W)	B-road
35	A14 south of Ipswich (east of Copdock jcn)	A-road
36	A14 south of Ipswich (west of Seven Hills jcn)	A-road
37	A14 Felixstowe branch (east of Seven Hills jcn)	A-road
38a	B1079 Woodbridge w/o A12	B-road
38b	A12 Woodbridge n/o B1079	A-road
38c	B1079 Woodbridge e/o A12	B-road
39a	A1094 (west of B1069)	B-road
39b	B1069 (north of A1094)	B-road
39c	A1094 (east of B1069)	B-road
41	B1125 through Middleton	B-road
42	B1125 (south of B1387)	B-road
43	A1120 (east of Dennington)	B-road
44	A1120 (west of Dennington)	B-road
45	A1120 (east of Pettaugh)	B-road
46	B1119 (east of Framlingham)	B-road
47	B1119 (through Framlingham)	B-road
48	B1119 (east of Saxstead Green)	B-road
49	B1078 (east of Clopton)	B-road
50	B1079 (west of Clopton)	B-road
51	B1078 (through Gibraltar)	B-road
52	B1078 (west of Coddenham)	B-road
53a	A144 (west of A12)	B-road
53b	A12 (north of A144)	A-road
53c	A12 (south of A144)	A-road
55	A140 (south of B1078)	A-road
56	A140 (north of B1078)	A-road
57	Sizewell Link Road (east of A12)	B-road
58	A12 (north of SLR)	A-road
59	A12 (south of SLR)	A-road

LINK REF	LINK NAME	ROAD TYPE
62	B1079 (south of Otley)	B-road
63	Theberton Bypass (west of B1125)	B-road
64	B1122 north of SZC access	B-road
65	Middleton Moor Link	B-road
66	B1122 west of B1125	B-road
67	Main Site Access	B-road
68	Darsham P&R	B-road
69	Wickham Market P&R	B-road
70	A12 on-slip (west of WM P&R)	A-road
71	B1116 north of B1078	B-road
72	B1078 west of B1116	B-road
73	B1078 south of B1116	B-road
74	B1122 (Middleton Moor)	B-road
75	Lovers Lane	B-road
76	B1069 (north of Aldringham Lane)	B-road
77	Aldeburgh Rd (north of Aldringham Lane)	B-road
78	A12 (north of B1121)	A-road
79	B1121 at Benhall	B-road
80	A1152 at Rendlesham	B-road
81	B1078 at Campsea Ashe	B-road
82	B1438 Melton Hill	B-road
83	A145 west of A12	B-road
84	A12 south of B1126	A-road
85	A12 south of A1095	A-road
86	A12 south of B1387	A-road
87	A12 south of Eagle Way/Anson Rd roundabout	A-road
88	A12 south of Foxhall Road	A-road
89	A1120 east of A140	B-road
90	A1120 Sibton (east of Mill Hill)	B-road
91	A1152 at Eyke	B-road

1.3.5 Following SCC's requested approach, 'A-road' links use the 'Average A12' 24hr AAWT factor and 'B-road' links use the 'B1122' factor, as shown in Table 3. These are directly applied to the modelled traffic flows, without the base flow adjustment described in **Section 1.2** of this note, and result in an alternative set of 24hr AAWT traffic flows, in each forecast scenario, at each assessed site.

1.3.6 Given that these changes in methodology apply to the non-Sizewell C traffic flows in both reference case and 'with Sizewell C' scenarios, the resulting

24hr AAWT flows generally do not present changes in the impact of Sizewell C on daily traffic volumes. The changes in total vehicles are generally relatively small and would not be expected to result in a change in significance of impact to those reported in the **ES Addendum** [AS-181]. As expected, the most notable differences occur in the percentage change in HDVs, mainly due to the removal of the base year adjustment of the modelled hourly flows, before conversion to 24hr AAWT.

1.3.7 As an example, on the B1122 at Theberton in the early years, the reference case 24hr two-way AAWT is 89 HGVs, when developed directly from unadjusted modelled flows following SCC's approach. The addition of 600 Sizewell C HGVs results in a percentage change of 672%. With Sizewell C Co.'s original approach, applying a base year adjustment factor to bring the reference case level more in line with reality, the reference case 24hr two-way AAWT is increased from 89 to 216 HGVs, thus the additional 600 Sizewell C HGVs results in a reduced percentage change of 278%; although this is a notable difference, the percentage increases from reference case to 'with Sizewell C' are substantial using both methodologies and so the resultant impact, in terms of the transport effects reported in the **ES Addendum** [AS-181] are unlikely to change.

1.3.8 In other locations, where the percentage increases in traffic reported in the **ES Addendum** [AS-181] were relatively marginal, the percentage increases do not change noticeably with SCC's suggested methodology.

1.3.9 At peak construction, under the preferred freight strategy on the busiest day, taking the example of Lovers Lane (east of the B1122) the reference case 24hr two-way AAWT is 28 HGVs, when developed directly from unadjusted modelled flows following SCC's approach. The addition of 25 Sizewell C HGVs results in a percentage change of 90%. With Sizewell C Co.'s original approach, applying a base year adjustment factor to bring the reference case level more in line with reality, the reference case 24hr two-way AAWT is increased from 28 to 87 HGVs, thus the additional 25 Sizewell C HGVs results in a reduced percentage change of 29%. Similarly to the early years comparison on the B1122 at Theberton, the percentage increases from reference case to 'with Sizewell C' are notable using both methodologies and so the resultant impact, in terms of the transport effects reported in the **ES Addendum** [AS-181] are unlikely to change.

1.4 Summary and conclusion

1.4.2 This note seeks to demonstrate that the approach taken to calculate daily traffic flows for the assessment of transport, air quality and noise and

vibration effects presented in the **ES** [APP-198] and the **ES Addendum** [AS-181] is appropriate and robust.

1.4.3 For the calculation of the daily flows used to inform the assessment of transport effects in the **ES** [APP-198] and the **ES Addendum** [AS-181] a two-step process was applied to convert the seven modelled hourly VISUM flows to 24hr AAWT:

- manual 'base year flow adjustment' of hourly modelled flows (non-Sizewell C traffic only)
- conversion from seven modelled hours to appropriate 24hr AAWT.

1.4.4 The same approach was used for the different daily flow calculations (e.g. 24hr AADT and 18hr AAWT) required for the assessment of air quality and noise and vibration effects reported in the **ES Addendum** [AS-181].

1.4.5 SCC has requested that an assessment be undertaken of the impacts on the Transport ES assessment, if an alternative method was used to derive the 24hr AAWT flows as follows:

- removal of the manual 'base year flow adjustment' applied to hourly modelled flows (non-Sizewell C traffic only)
- conversion from seven modelled hours to 24hr AAWT using alternative factors for 'A-road' and 'B-road' links.

1.4.6 The 24hr AAWT traffic flows have been recalculated using SCC's suggested methodology. It is important to note that the changes in the resulting flows apply to both reference case and 'with Sizewell C' scenarios and mainly affect HDV volumes with Cars/LGVs (and therefore Total Vehicle flows) being affected to a lesser extent. The changes in calculation only affect existing (non-Sizewell C) traffic and as a result, the impact of Sizewell C in each forecast scenario is largely unchanged compared with the 24hr AAWT flows calculated for assessment of transport effects reported in the **ES Addendum** [AS-181].

1.4.7 In most of the reported locations the percentage difference in 24hr AAWT (between reference case and 'with Sizewell C' scenarios), is changed by less than 1% using SCC's methodology. Where the change in percentage difference is greater when using SCC's methodology, the percentage difference (between reference case and 'with Sizewell C' scenarios) was already of a substantial level in the **ES Addendum** [AS-181] and the use of flows following SCC's methodology would not alter the significance of the

Sizewell C impacts reported in the **ES** [APP-198] and the **ES Addendum** [AS-181]

1.4.8 Nevertheless, a number of other updates to the transport environmental assessment have been made as reported in the **Fourth ES Addendum**, and the updated 24hr AAWT traffic flows have been used for that assessment.

1.4.9 In summary, Sizewell C. Co considers that the original approach taken, which informed both the **ES** [APP-198] and the **ES Addendum** [AS-181] is appropriate and robust for the following reasons:

- the base year adjustment was applied to increase precision of the modelled flows and therefore the calculated impact of Sizewell C traffic;
- the common AAWT factor applied to all links, based on a selection of suitable survey sites, is an industry-standard approach and reduces instances of discrepancies between neighbouring locations if different factors were used based on different survey sites.

1.4.10 Nevertheless, the 24hr AAWT flows have been recalculated using SCC's methodology to establish the potential effects on the transport environmental assessment. The recalculated flows following SCC's methodology have been used to inform the updated assessment of transport effects which are reported in the **Fourth ES Addendum**.

APPENDIX 2D UPDATED LONG AND SHORT LIST OF CUMULATIVE SCHEMES

CONTENTS

1 INTRODUCTION 1

2 METHODOLOGY 1

3 LONG LIST SUMMARY 2

4 SHORT LIST SUMMARY 2

TABLES

None provided.

PLATES

None provided.

FIGURES

Figure 1: Updated Long List of Cumulative Schemes

Figure 2: Updated Short List of Cumulative Schemes

ANNEXES

Annex A: Long List of Additional Schemes Identified

Annex B: Updated Long List

Annex C: Short List of Additional Schemes Identified

Annex D: Updated Short List

APPENDIX 2.D: CUMULATIVE LONG AND SHORT LIST UPDATE

1 INTRODUCTION

1.1.1 In response to **Cu.2.6** within the Examining Authority's Second Written Questions Issued on 3rd August 2021 [PD-027] the applicant has reviewed and updated the long and short list of non-Sizewell C project plans and programmes to confirm there are no other projects that would require the assessment to be updated.

1.1.2 The long and short list of non-Sizewell C Project Plans and Programmes used to inform the cumulative effects assessments presented to date (see Volume 10, Chapter 4 of the **Environmental Statement** (**ES**) [APP-578], and **Section 10.4** of **Volume 1**, **Chapter 10** of the **ES Addendum** [AS-189]) are presented in **Volume 10**, **Chapter 1**, **Appendix 1A** [APP-573] and **Appendix 1B** [APP-573] of the **ES** respectively.

2 METHODOLOGY

2.1.1 In June 2021, SZC Co. reviewed applications made to East Suffolk Council, Suffolk County Council, Ipswich Borough Council and Babergh and Mid Suffolk Councils, where parishes are located within the zone of influence, to provide an update to the long list and short list of non-Sizewell C plans, projects and programmes relevant to the cumulative effects assessment.

2.1.2 The existing long and short list included within the **ES** and subsequent addenda considered schemes submitted between 1st January 2015 and 31st December 2019. This appendix provides an updated list that considers applications made between 1st January 2020 and 31st May 2021.

2.1.3 The criterion used to establish the updated long and short lists is consistent with that presented in **Section 1.4 d)** (paragraph 1.4.33 to 1.4.56) of **Volume 10, Chapter 1** of the **ES** [APP-572].

2.1.4 This appendix is structured as follows:

- Section 1: Introduction;
- Section 2: Methodology;
- Section 3: Long list summary;

- Section 4: Short list summary;
- Section 5: Future baseline;
- Annex A: Long list of additional schemes identified;
- Annex B: Updated long list;
- Annex C: Short list of additional schemes identified; and
- Annex D: Updated short list.

3 LONG LIST SUMMARY

3.1.1 Of the application made to East Suffolk Council, Suffolk County Council, Ipswich Borough Council and Babergh and Mid Suffolk Councils' between 1st January 2020 and 31st May 2021, 173 applications met the criteria for the long list. The location of these non-Sizewell C plans, projects and programmes is shown on **Figure 1**.

3.1.2 Further details of these non-Sizewell C plans, projects and programmes are included in **Annex A**. An updated long list to include those identified in the original assessment and this update is presented in **Annex B**.

4 SHORT LIST SUMMARY

4.1.1 Of the 173 applications that met the criteria for the long list, only 33 were considered to have the potential to result in new or different cumulative effects. The location of these non-Sizewell C plans, projects and programmes is shown on **Figure 2**.

4.1.2 Further details of these non-Sizewell C plans, projects and programmes are included in **Annex C**. An updated short list which includes those identified in the original assessment and this update is presented in **Annex D**.

4.1.3 It should be noted that Scheme ID UA82, is the application for the Sizewell B Relocated Facilities and has not been assessed as part of the cumulative effects assessment. This is consistent with the approach set out with the assumptions details within paragraph 1.4.36 of **Volume 1**, **Chapter 10** of the **ES** [APP-572]. This assumption has been repeated below for clarity:

"*Where relevant, an updated assessment for the Sizewell B relocated facilities development together with other works required at the main development site has been provided within* ***Volume 2*** *of the* ***ES****. Sizewell B*

relocated facilities are not considered further within the cumulative effects assessment…."

Annex A: Long List of Additional Schemes Identified

Key for the identification of colour coding for the status of short-listed Plans, Projects and Programmes

Categories	Colour coding in the short list
Future baseline / Cumulative schemes which are not yet built and construction timelines unknown, to be considered as both a cumulative scheme and potential receptor.	
Cumulative - schemes which will be under construction at the same time as the Sizewell C Project.	
Future baseline - schemes which will be completed prior to 2022, there is an assumption here that any small scale residential developments will be constructed prior to 2022.	
Baseline - schemes which are completed at the time of assessment.	

ID	App_ref	Address	Description	Status	Tier	Within ZOI	Progress to Stage 2	Overlap in temporal scope	Scale and Nature of development likely to have a significant effect	Other_factors	Shortlisted	Stage3_4	Categorisation	Dist_MDS_m	Dist_Darsham_m	Dist_Wickham_m	Dis_TVB_m	Dist_Yoxford_m	Distance_Rail_m	Dist_Branch_m	Dis_SLR_m	Dist_Freight_m	Dist_A1094_B1069_m	Dist_A12_A144_m	Dist_A140_B1078_m	Dist_B1078_B1079_m	Dist_A12_B1119_m
UA-1	DC/20/0006/FUL	The Red House Red House Lane Leiston IP16 4LR	Construction of 3 houses and conversion of existing buildings to 4 houses, with new shared access off Red House Lane	Refused	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	885.85	8869.61	13516.78	7450.09	8105.58	1560.08	904.49	2966.57	29582.56	3573.49	9917.97	34178.26	25378.97	7254.6
UA-2	DC/20/0028/FUL	6 Ransom Road Woodbridge IP12 4JU	Demolition of existing bungalow and the construction of 2no new build semi-detached, one-and-half storey dwellings, together with associated car-ports and access drive.	Withdrawn	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	22704.39	24602.02	8392.09	13402.08	23384.22	21459.01	18732.06	21319.4	9053.79	18112.55	26408.13	15996.3	7413.17	17678.9
UA-3	DC/20/0033/FUL	Linden Cottage 3 Lamberts Lane Rushmere St Andrew Suffolk IP5 1DR	Construction of two residential dwellings, landscaping and associated parking	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	29886.73	31186.42	15172.38	20321.52	29971.7	28586	25614.57	27923.3	6715.21	25331.48	32965.7	12069.16	7824.49	24493.95
UA-4	DC/20/0107/OUT	Kersey Croft Kennels Strugglers Lane Witnesham Suffolk	Proposed 3 new dwellings to replace existing kennel buildings	Refused (appeal dismissed)	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	29415.53	29726.43	14379.47	19483.36	28531.49	27970.1	24602.01	26531.87	10485.42	25062.74	31455.67	8702.58	4643.15	23412.43
UA-5	DC/20/0117/FUL	Newgate Carpets Newgate Beccles Suffolk NR34 9QB	Demolition of existing building and replacement with 3no terraced dwellings	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	24807.27	19778.29	34356.59	30360.98	21791.89	26664.34	26656.17	22402.85	52977.87	31098.91	18946.56	47121	42291.04	27434.77
UA-6	DC/20/0118/FUL	10A Old Market Beccles Suffolk NR34 9AP	Redevelopment of garage premises to 3no residential units and 1no commercial unit (This application is identical to that of full application DC/16/3756/FUL for the Redevelopment of garage premises to 3no. residential units and 1no. commercial unit which was approved on the 1st December 2016)	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	24786.83	19741.43	34301.5	30316.1	21751.12	26636.77	26619.44	22365.47	52919.93	31064.82	18911.18	47044.9	42222.73	27389.18
UA-7	DC/20/0199/FUL	Beacon House Playford Road Little Bealings IP13 6ND	Conversion of existing barn to create 4 x 2 bedroom dwellings	Withdrawn	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	26902.08	28640.66	12463.76	17546.81	27422.26	25657.85	22872.5	25360.55	6213.72	22300.64	30438.57	14109.26	7590.65	21794.65
UA-8	DC/20/0239/FUL	Land Fronting Old Homes Road Thorpeness Aldringham Cum Thorpe Suffolk IP16 4LY	Amendment of C/05/0668 - Erection of 10 dwellings & provision of new access & associated works - Updating of drawings, amendments to fencing & drainage	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	2639.48	11894.68	15491.53	9793.23	11221.31	4612.18	3078.64	5685.7	30090.12	4887.19	12754.48	36345.48	27325.75	10213.11
UA-9	DC/20/0244/FUL	The Walk Lower Road Ufford Suffolk IP13 6DL	Demolition of the existing dwelling and sub-division of the site into two plots. Two new dwellings (one being a replacement) and associated new vehicular and pedestrian access proposed	Withdrawn	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	18486.99	20648.18	4596.9	9318.19	19435.86	17247.08	14633.59	17375.39	12645.41	13904.37	22460.42	18690.37	9420.07	13627.97
UA-10	DC/20/0260/FUL	Land West Of Unit 11 North Quay Retail Park Peto Way Lowestoft Suffolk	Construction of a new 111 SQ. M (GIA) class A1 and/or A3 building and associated physical works to site layout	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	28059.49	25529.76	41493.77	36348.41	27803.99	30617.28	31502.55	27944.85	60125	35579.16	24619.47	56939.52	51025.01	33653.8
UA-11	DC/20/0339/OUT	Land Between The Entrance To The Sandlings Caravan Park And Rondebosch Lodge Road Hollesley	Outline Application (Some Matters Reserved) - 1. New pedestrian and vehicular access from Lodge Road onto the site. 2. Construction of three new, two storey, detached dwellings.	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	21929.21	26719.94	12883.36	15523.22	25539.75	21329.47	20347.31	23497.95	10145.14	17398.68	28466.2	25137.39	16866.43	19744.58
UA-12	DC/20/0433/FUL	Timber Mill Barn Sizewell Hall Road Leiston Suffolk IP16 4TT	Conversion and alterations to redundant agricultural barn to provide 9 No. Units of holiday let accommodation	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Noise and Vibration, Air Quality	N/A	Yes	Yes	Future basline / Cumulative	226.16	9932.01	15958.71	9911.9	9405.84	2941.13	1618.84	3696.68	31611.49	5685.43	10609.07	36641.24	27823.41	9603.49
UA-13	DC/20/0563/EIA	Coastal Defence Works Bawdsey Beach Bawdsey Manor Bawdsey Suffolk	EIA Screening Opinion - Coastal defence works	EIA Not Required	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	27577.55	32794.37	18916.21	21678.33	31617.89	27137.03	26431.12	29338.53	9771.97	23199.34	34520.85	28083.31	21028.99	25872.52
UA-14	DC/20/0614/CON	Green Farm The Green Ashbocking Suffolk	Outline Planning Application for the erection of up to 21no dwellings (including 07no Affordable Dwellings) Access and Landscaping to be considered. Demolition of all existing buildings	Withdrawn	Tier 1	N/A	N/A	N/A	No	N/A	No	N/A	N/A	27626.51	26892.15	12851.25	17591.47	25735.49	26074.52	22344.39	23821.4	14426.55	23626.86	28547.3	7252.15	1636.4	21109.57
UA-15	DC/20/0653/FUL	Post Office 51 London Road North Lowestoft Suffolk NR32 1AA	Demolition of existing shed buildings and 3/4 storey brick building to rear of Post Office, including adjoining structures to rear of Post Office. Repair & adaptation to the ground floor of the Post Office building including a new extension to the west and re-fenestration at ground floor level. Erection of flats and houses comprising 9 dwellings, with associated landscaping works.	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	28225.68	26000.66	42009.31	36758.89	28278.91	30835.13	31686.43	28365.75	60592.66	35828.17	25093.19	57752.9	51704.25	34105.54
UA-16	DC/20/0643/FUL	22E Sole Bay Fish Company Blackshore Southwold Suffolk IP18 6ND	Installation of a Sewerage Pumping Station	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	9805.56	9814.58	25140.08	19255.18	11824.06	12512.17	13278.77	10741.52	43083.02	17555.54	9102	43652.12	36118.56	17004.67
UA-17	DC/20/0757/FUL	The Bungalow And Elmhurst Market Place Kessingland Lowestoft Suffolk NR33 7TA	Demolition of existing bungalows and residential development of 6 no. 3 bed houses and associated parking	Withdrawn	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	21409.05	19278.93	35315.72	29959.43	21556.01	23995.21	24860.94	21575.74	53827.86	28981.51	18377.61	51736.38	45302.88	27345.52
UA-18	DC/20/0815/FUL	Land South Of Felixstowe Road Stratton Hall Suffolk	Construction of a lorry park comprising 82 lorry parking spaces, a covered maintenance bay, two storey office accommodation, a single story driver's mess, 13 car parking spaces, 1 disabled car parking space, motorcycle parking, bicycle parking, a new site ingress from and a new site egress on to Felixstowe Road, security fencing, CCTV and site lighting.	Withdrawn	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	30586.07	34040.27	18180.8	22650.42	32840.98	29697.79	27817.82	30802.3	1696.43	25902.87	35849.59	20940.11	15697.79	26938.64
UA-19	DC/20/0902/OUT	Suffolk Constabulary Force Headquarters Portal Avenue Martlesham Heath Martlesham Suffolk IP5 3QS	Outline Application (Some Matters Reserved) - Demolition and removal of all necessary existing buildings and structures to enable the residential development for up to 300no. new dwellings, with access from Portal Avenue, associated open space and landscaping, drainage and infrastructure.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Air Quality, Traffic and Transport, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	26662.32	28851.83	12644.91	17602.85	27634.58	25496.15	22928.71	25569.72	5058.69	22009.81	30659.5	15676.94	9050.7	21898.13
UA-20	DC/20/0951/FUL	Jd Power Tools Alexandra Road Lowestoft Suffolk NR32 1PL	The demolition of existing commercial buildings and the construction of a residential development of 31-one bedroom flats over 3/4 storeys with under croft parking and associated works.	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	28921.36	26637.75	42636.03	37412.57	28915.35	31524.28	32380.42	29017.52	61234.16	36513.12	25729.43	58264.88	52275.99	34748.86
UA-21	DC/20/1001/OUT	Land To The North Of School Road Ringsfield	Outline Application (Some Matters Reserved) - Construction of up to 33 dwellings, open space, landscaping, visitor car park and site access from School Road	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	21838.36	16406.37	30680.12	26815.73	18331.89	23493.96	23267.33	19011.66	49279.86	27762.77	15611.82	43556.56	38595.48	23877.23
UA-22	DC/20/1024/FUL	Land Rear Of 28 Mill Road Fronting Watermill Road Newbourne Suffolk IP12 4NP	Use of land for stationing 2 holiday lodges.	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	Already considered in ES	No	No	N/A	27154.41	30563.22	14777.95	19176.03	29364.83	26238.61	24333.76	27330	3278.89	22464.5	32371.63	20177.76	13628	23459.22
UA-23	DC/20/1034/FUL	Brook Hall Farm Edwards Lane Bramfield Suffolk IP19 9HN	The installation of a 1 No. 30m high telecommunications slimline lattice tower, with 2 No. multi-band antennas, 2 No. 0.6m DIA dishes, 3 No. equipment cabinets and ancillary development thereto. Installed within a 2.2m timber fence in a 9.15m x 7.7m compound.	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	11278.04	4598.47	19065.89	14822.14	6384.78	12161.27	11344.65	7196.74	37783.83	15947.3	4189.22	34739.52	28305.04	11892.61
UA-24	DC/20/1043/FUL	Land To The East Of Water Tower Spriteshall Lane Trimley St Mary Suffolk IP11 9QY	Five new residential houses and associated parking	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	30938.51	35351.39	20232.86	23971.51	34169.01	30284.88	28998.33	32210.73	6202.84	26369.98	37131.86	25415.69	19671.61	28270.76
UA-25	DC/20/1352/FUL	Royal Court Hotel 146 London Road South Lowestoft Suffolk NR33 0AZ	Redevelopment and extension of the former Royal Court Hotel to provide a café (A3) at ground level and 15 residential flats	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	27381.34	25163.28	41176.16	35915.04	27441.71	29988.25	30841.27	27522.45	59752.79	34980.46	24256.22	56994.2	50902.68	33265.34
UA-26	DC/20/1112/FUL	Part Of Old Poultry Farm High Road Trimley St Martin Suffolk	Erection of x 7 No. bungalows & garaging.	Refused (appeal dismissed)	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	30780.86	34886.14	19485.34	23477.91	33701	30047.77	28562.53	31707.84	4699.98	26161.51	36678.98	23925.24	18335.98	27783.48
UA-27	DC/20/1144/FUL	Land Rear Of Wingfield House Market Place Saxmundham Suffolk	Construction of two dwellings	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Noise and Vibration	N/A	Yes	Yes	Future basline / Cumulative	5894.4	6812.18	8646.41	2826.19	5630.32	4421.12	451.26	3845.31	26700.97	4740.19	8580.18	28507.78	20120.85	989.14
UA-28	DC/20/1172/FUL	Land South Of Low Road Hasketon IP13 6JG	Construction of 4no. new dwellings, 2no. garages and associated vehicular accesses and driveways.	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	23526.24	24799.48	8727.95	13878.31	23582.36	22184.96	19170.54	21526.71	9769.3	19033.61	26588.69	14101.09	5485.35	18054.01
UA-29	DC/20/1198/FUL	Rock Barracks Babcock Dyncorp Site Office Otley Road Sutton Heath Suffolk IP12 3LZ	Installation of a ground mounted solar photovoltaic array together with associated infrastructure; security fencing; CCTV, access gate and cable route	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	18650.44	22465.82	7930.01	11076	21284.16	17761.45	16128.7	19315.35	11647.06	13962.58	24252.85	22320.95	13332.37	15376.62
UA-30	DC/20/1218/FUL	Riverside The Street Hacheston Suffolk IP13 0DR	Demolition of existing dwelling and erection of 2 houses with garages together with associated external works	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	14229.1	14331.42	1320.98	4256.85	13116.63	12677.04	9034.77	11070.34	19428.46	10507.97	16113.5	20145.23	11478.26	7830.49
UA-31	DC/20/1211/FUL	6 Ransom Road Woodbridge IP12 4JU	Demolition of existing bungalow and the construction of 2no new build semi-detached, one-and-half storey dwellings, together with associated car-ports and access drive.	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	22704.97	24602.84	8392.91	13402.83	23385.04	21459.64	18732.8	21320.22	9052.83	18113.1	26408.95	15996.63	7413.8	17679.67
UA-32	DC/20/1356/FUL	Commonside Palmers Lane Walberswick Suffolk IP18 6TD	Demolition of existing dwelling. Erection of 2 No. dwellings with detached garages and associated landscaping.	Refused	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	9253.58	8885.06	24300.69	18464.08	10915.86	11891.33	12714.33	9974.02	42324.24	16919.52	8164.23	42725.17	35225.3	16163.9
UA-33	DC/20/1395/FUL	44 Gorleston Road Lowestoft Suffolk NR32 3AQ	Demolition of existing care home and adjacent dwelling house to form one larger site with a new build care home with associated amenity gardens and on site parking facilities.	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	27984.05	25160.43	41060.83	36023.42	27426.85	30487.54	31403.62	27618.87	59728.57	35412.3	24249	56203.15	50424.52	33291.22

ID	App_ref	Address	Description	Status	Tier	Within ZOI	Progress to Stage 2	Overlap in temporal scope	Scale and Nature of development likely to have a significant effect	Other_factors	Shortlisted	Stage3_4	Categorisation	Dist_MDS_m	Dist_Darsham_m	Dist_Wickham_m	Dis_TVB_m	Dist_Yoxford_m	Distance_Rail_m	Dist_Branch_m	Dis_SLR_m	Dist_Freight_m	Dist_A1094_B1069_m	Dist_A12_A144_m	Dist_A140_B1078_m	Dist_B1078_B1079_m	Dist_A12_B1119_m
UA-34	DC/20/1404/FUL	Cranes Garage The Street Bawdsey Woodbridge Suffolk IP12 3AJ	Demolition of former car showroom, construction of 3 no. dwellings & garages; conversion of building 'A' to 3 no. employment units (class B1); conversion & extension of building 'B' to 2 no. employment units (class B1) & 1 no. holiday unit at first floor. Change of use, alteration & extension to existing workshop/store to employment unit (class B1); demolition of former garages and replacement with 4 no. small lock up storage units (class B8)	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	24450.52	29709.2	16236.8	18669.42	28535.03	24007.16	23354.36	26208.12	10456.9	20069.84	31426.74	27405.44	19629.49	22826.06
UA-35	DC/20/1449/FUL	Spexhall Hall Hall Road Spexhall Halesworth Suffolk IP19 0RR	Demolition of existing agricultural buildings and construction of 1No. five-bedroomed and 2No. four-bedroomed dwellings and to create new vehicular access at Spexhall Hall	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	17338.52	10862.93	24186.17	20687.41	12579.88	18413.64	17393.83	13452.74	42721.13	22169.11	10389.72	37272.1	32029.96	17730.6
UA-36	DC/20/1521/FUL	Land Off Yarmouth Road, Melton, Woodbridge, IP12 1QH	Care Village comprising an 80 bedroom care home together with 72 assisted care bungalows, cafe?/club house, bowling green, car parking, open space provision with associated infrastructure and access	Refused	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	19874.88	21930.61	5773.92	10644.81	20715.54	18631.49	15970.03	18652.07	11426.98	15289.9	23741.37	17726.57	8566.73	14944.49
UA-37	DC/20/1641/FUL	Land Adjacent To Peeler Elmham Drive Foxhall Suffolk IP10 0DG	Construction of two three bedroomed detached houses with associated detached garages and parking and landscaping.	Withdrawn	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	31359.87	33800.3	17599.01	22517.3	32583.73	30264.56	27834	30519.09	2143.75	26676.59	35609.25	16737.17	12558.99	26822.58
UA-38	DC/20/1636/OUT	Land West Of Prow 21 Woods Lane Melton	Outline Application for up to 27no. Self Build and Custom dwellings	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	21372.21	23285.94	7080.37	12062.87	22068.71	20118.36	17392.73	20003.85	10230.06	16791.65	25093.68	16659.63	7711	16345.2
UA-39	DC/20/1690/EIA	Land Off Howlett Way Trimley St Martin Suffolk	Scoping Opinion - Proposed residential development at land off Howlett Way	N/A	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	Considered under ID UA-43	No	N/A	N/A	30645.2	34778.16	19406.95	23371.53	33593.93	29918.47	28451.05	31603.44	4799.54	26029.43	36569.89	24009.1	18360.67	27677.06
UA-40	DC/20/1691/FUL	Manor Farm Care Home 82 Church Road Kessingland NR33 7SJ	Erection of a new 60 bed care home (use class C2) with associated car parking, refuse and external landscaping	Withdrawn	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	21134.87	19176.31	35214.26	29805.9	21450.39	23746.06	24594.67	21433.1	53689.76	28745.96	18279.01	51793.71	45284.99	27217.19
UA-41	DC/20/1768/FUL	The Walk Lower Road Ufford Suffolk IP13 6DL	Demolition of the existing dwelling (The Walk) and sub-division of the site into two plots. Two new dwellings, one being a replacement.	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	18487.11	20649.69	4599.11	9319.42	19437.4	17247.45	14634.7	17376.96	12643.68	13904.25	22461.95	18692.82	9422.7	13629.26
UA-42	DC/20/1831/OUT	Land Off St Andrews Place And Waterhead Lane St Andrews Place Melton Suffolk	Outline Application with Some Matters Reserved - Residential development of up to 55 dwellings, with access off St Andrews Place	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Noise and Vibration, Soils & Agriculture, Terrestrial Ecology and Ornithology	Already considered in ES	No	No	N/A	20011.35	22311.26	6237.08	10972.78	21099.18	18813.64	16281.1	19038.92	10983.23	15389.39	24123.58	18168.19	9087.24	15284.96
UA-43	DC/20/1860/OUT	Land Off Howlett Way Trimley St Martin Suffolk	Outline Application (With some matters reserved) - Phased construction of up to 340 dwellings with open space, a new Early Years Facility, new roundabout access from Howlett Way, a foul water pumping station and associated landscaping.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture, Traffic and Transport	N/A	Yes	Yes	Future basline / Cumulative	30644.92	34779.12	19409.02	23372.56	33594.93	29918.49	28451.87	31604.54	4805.3	26029.33	36570.81	24014.72	18365.43	27678.08
UA-44	DC/20/1870/OUT	Land South Of Church Farm House Church Road Otley Suffolk IP6 9NP	Outline application for the erection of 7 residential dwellings and provision of an access road off Church Road, Otley with all other matters reserved - Amended application DC/19/0823/OUT.	Refused	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	25640.46	25025.22	10869.83	15601.03	23858.68	24088.59	20380.65	21924.48	14335.94	21637.06	26699.67	9133.99	538.23	19148.85
UA-45	DC/20/1967/FUL	8 Vine Road Otley Suffolk IP6 9NZ	Erection of detached two/three bedroom chalet bungalow. Re-construct driveway for shared access with No 8 Vine Road	Refused	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	25386.2	24698.3	10680.22	15358.82	23534.83	23834.14	20099.98	21607.61	14652.84	21424.44	26367.24	9271.86	880.51	18865.7
UA-46	DC/20/2276/FUL	Land At Reydon Business Park Fountain Way Reydon Suffolk	Proposed warehouse and office units (B1 and B8 uses)	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	12469.52	11634.67	27373.48	21629.24	13793.17	15133.01	15938.26	13177.97	45516.15	20163.96	10824.46	45365.9	38106.08	19247.18
UA-47	DC/20/2357/FUL	Red Lodge The Street North Cove Beccles Suffolk NR34 7PU	Demolition of existing dwelling and replacement with three detached bungalows, garages and all associated works.	Refused (appeal dismissed)	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	23282.09	19379.01	34948.18	30274.37	21586.44	25518.66	26075.83	21954.87	53666.73	30251.67	18480.18	49478.44	43895.2	27438.76
UA-48	DC/20/2352/FUL	45 Dobbs Lane Kesgrave Suffolk IP5 2QA	Construction of two dwellings	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	27262.5	29374.79	13164.83	18153.16	28156.96	26085.76	23481.57	26092.16	4834	22615.03	31180.73	15323.47	9031.96	22441.4
UA-49	DC/20/2422/OUT	Land To The Rear Of 361-377 High Street Walton Felixstowe Suffolk IP11 9QN	Outline Application (Some Matters Reserved) - Residential development consisting of a pair of three bedroom semi-detached houses, 2 No detached two bedroom bungalows and a detached three bedroom house. Demolition of existing storage building and formation of upgraded vehicular access onto the High Street	Withdrawn	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	31218.18	35717.31	20674.79	24349.59	34534.71	30588.51	29358.54	32587.32	6702.3	26667.26	37493.97	25928.94	20205.06	28645.02
UA-50	DC/20/2489/OUT	Part Side Garden 6 Burchs Close Knodishall IP17 1XG	Outline Application (Some Matters Reserved) - Use of land for the erection of 5 dwellings	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	2654.47	9502.43	11752.51	5822.44	8563.79	2381.94	2366.65	4408.75	27638.37	1644.88	10804.41	32506.74	23613.34	6245.65
UA-51	DC/20/2546/EIA	Rose Farm Rose Farm Lane Framlingham Woodbridge Suffolk IP13 9PT	EIA Screening Opinion - To provide winter water storage for crop irrigation	EIA Not Required	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	18072.81	14713.57	9120.4	10380.97	13738.32	16693.83	12436.01	12240.98	24519.31	16149.72	16100.4	18311.23	12490.07	11110.04
UA-52	DC/20/2743/FUL	Land South Of Low Road Hasketon Suffolk	Construction of 4no. new dwellings, and associated shared vehicular access and driveway.	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	23525.72	24798.71	8727.28	13877.66	23581.59	22184.4	19169.86	21525.94	9770.29	19033.15	26587.92	14100.79	5484.69	18053.31
UA-53	DC/20/2772/FUL	Land Adjacent To Peeler Elmham Drive Foxhall Suffolk	Proposed erection of two detached houses with associated parking and landscaping	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	31360.54	33801.13	17599.85	22518.1	32584.56	30265.27	27834.79	30519.92	2143.32	26677.26	35610.08	16737.95	12559.98	26823.38
UA-54	DC/20/2805/FUL	123 Bucklesham Road Purdis Farm Suffolk IP3 8UA	Erection of 2 detached dwellings with garages following demolition of existing bungalow.	Refused (Appeal lodged)	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	31565.69	33679.26	17473.75	22488.33	32460.91	30410.37	27817.64	30396.84	3486.3	26904	35482.2	15392.74	11608.55	26770.9
UA-55	DC/20/2821/EIA	Land Between High Street And Chapel Lane Pettistree Suffolk	EIA Screening Opinion - residential development of 136 homes	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Landscape and Visual	Considered under ID UA-63	No	No	N/A	16307.86	17686.34	1478.01	6568.26	16468.68	14909.44	11878.82	14403.82	15734.62	11952.43	19493.03	19078.07	9837.81	10791.13
UA-56	DC/20/2835/FUL	The Nursery Main Road Pettistree Suffolk IP13 0HH	Provision of 10 x No. Shipping Containers to Facilitate Self Storage Use, Together with Associated Parking Facilities, Security fencing, CCTV Cameras and lighting	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	16792.79	18344.35	2154.1	7163.76	17127.38	15428.01	12487.85	15062.6	15046.44	12374.94	20152.68	18898.98	9609.9	11417.47
UA-57	DC/20/2842/OUT	Wood Farm Helmingham Road Otley Suffolk IP6 9NS	Outline Application (All Matters Reserved) - Development of up to five dwellings	Refused (Appeal lodged)	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	25554.54	24586.91	11067.61	15580.65	23438.82	24003.4	20183.48	21545.06	15586.94	21723.75	26228.05	8863.46	1789.32	18934.44
UA-58	DC/20/2913/FUL	Home Farm Hollesley Road Capel St Andrew Suffolk	Conversion of 7 traditional barns into dwellings	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	16534.96	21945.34	10601.01	11332.09	20783.11	16077.65	15648.96	18277.08	15225.5	12142.17	23626.21	27213.44	18116.03	15253.33
UA-59	DC/20/3053/FUL	Tyneholme Butts Road Westhall Halesworth Suffolk IP19 8QT	Erection of two additional agricultural grain drying and storage silos	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	17366.77	11446.8	25579.83	21708.6	13298.96	18747.66	18267.85	14044.89	44214.99	22815.33	10742.47	39248.04	33821	18764.55
UA-60	DC/20/3070/FUL	Land To Rear Of Pine Tree Close Holton Suffolk	Construction of 15 New Dwellings	Awaiting decision	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	13289.07	7161.92	21730.85	17536.6	9032.24	14507.65	13988.62	9758.25	40440.26	18528.54	6478.07	36784.9	30682.69	14609.43
UA-61	DC/20/3142/FUL	High Lodge Leisure Darsham Road Hinton Blythburgh Saxmundham Suffolk IP17 3QT	Redevelopment of golf course and vacant paddock land for the siting of 170 holiday lodges, 3 tree houses, new Facilities Building, Maintenance and Housekeeping Building, car parking and associated highway works.	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	7034.18	1471.21	17505.59	12296.57	3741.79	8176.83	8079.66	3917.57	36046.31	12463.24	622.24	35210.54	27921.77	9564.44
UA-62	DC/20/3204/FUL	Land To Rear Of No.36 Hall Farm Road And Accessed Via Nightingales Close Melton Suffolk	Proposed development of 3no. detached bungalows to land off Nightingales Close	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	20887.81	22931.23	6748.93	11662.7	21715.29	19652.22	16989.57	19651.09	10478.06	16292.71	24741.1	17184.85	8181.3	15958.52
UA-63	DC/20/3264/FUL	Land Between High Street And Chapel Lane Pettistree Suffolk	A phased development comprising Hybrid Planning Application: (i) Full Planning Application - Residential development of 129 dwellings (including affordable housing) together with public open space, roads, accesses, parking, garages, drainage and associated infrastructure; (ii) Outline Planning Application - 7 No. serviced Self Build Plots with associated access and infrastructure.	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Landscape and Visual, Soils & Agriculture, Traffic and Transport, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	16308.88	17680.29	1471.39	6565.58	16462.6	14909.4	11875.37	14397.74	15743.18	11955.36	19486.87	19070.19	9831.13	10786.89
UA-64	DC/20/3326/OUT	Land At Victoria Mill Road Framlingham Suffolk	Outline application with all Matters Reserved apart from access. A phased development, including the erection of up to 49 Custom/Self-Build homes (plots), with the development to include 16 affordable homes, public open space that will include equipped play and multi-use games area, landscaping, and other associated infrastructure	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	16257.66	14031.68	6158.78	7694.08	12926.85	14786.52	10578.88	11155	22430.92	13737.03	15616.4	18685.33	11548.6	9236.51
UA-65	DC/20/3366/OUT	Land To The North Of Chapel Road Mutford Suffolk NR34 7UU	Outline Application (With Some Matters Reserved)- Construction of 3 No pairs of semi-detached houses. Formation of new vehicular access and associated parking and landscaping works.	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	22451.79	19177.7	35029.83	30067.69	21434.78	24833.7	25665.94	21673.64	53710.68	29672.42	18267.08	50347.46	44414.66	27304.74
UA-66	DC/20/3361/FUL	Land Between High Street And Chapel Lane Pettistree Suffolk	A phased development comprising Hybrid Planning Application (Duplicate): (i) Full Planning Application - Residential development of 129 dwellings (including affordable housing) together with public open space, roads, accesses, parking, garages, drainage and associated infrastructure; (ii) Outline Planning Application - 7 No. serviced Self Build Plots with associated access and infrastructure.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Landscape and Visual, Soils & Agriculture, Terrestrial Ecology and Ornithology	Considered under ID UA-63	No	No	N/A	16311.21	17684.39	1475.59	6568.91	16466.7	14912.03	11878.89	14401.84	15738.62	11957.11	19490.98	19070.14	9830.64	10790.59

ID	App_ref	Address	Description	Status	Tier	Within ZOI	Progress to Stage 2	Overlap in temporal scope	Scale and Nature of development likely to have a significant effect	Other_factors	Shortlisted	Stage3_4	Categorisation	Dist_MDS_m	Dist_Darsham_m	Dist_Wickham_m	Dis_TVB_m	Dist_Yoxford_m	Distance_Rail_m	Dist_Branch_m	Dis_SLR_m	Dist_Freight_m	Dist_A1094_B1069_m	Dist_A12_A144_m	Dist_A140_B1078_m	Dist_B1078_B1079_m	Dist_A12_B1119_m
UA-67	DC/20/3362/FUL	Land West Of Chapel Road Grundisburgh Suffolk	Full Planning Application for the erection of 70 dwellings, including affordable dwellings, together with public open space, roads, accesses, parking, garages, drainage and associated infrastructure	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	25546.56	26477.21	10615.14	15775.18	25264.98	24167.15	21018.44	23223.92	9463.3	21098.81	28249.04	12218.04	4458.6	19871.45
UA-68	DC/20/3394/FUL	Elmhurst Market Place Kessingland Lowestoft Suffolk NR33 7TA	Revised planning application for demolition of 2 dwellings and garages and replacement with residential development comprising 5 No 3 bedroom detached houses, 1 No detached garage, associated parking and works including footpath.	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	21409.32	19279.5	35316.3	29959.92	21556.58	23995.53	24861.22	21576.25	53828.39	28981.86	18378.19	51737.18	45303.58	27346.06
UA-69	DC/20/3435/FUL	Rookery Park Golf Club Beccles Road Carlton Colville Lowestoft Suffolk NR33 8HJ	Conversion of Barns to Six Dwellings	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	24877.85	21697.44	37537.87	32587.11	23954.05	27291.71	28174.2	24192.06	56224.18	32154.78	20786.84	52645.23	46840.89	29824.18
UA-70	DC/20/3536/FUL	Land Between 38 And 42 Suffolk Drive Rendlesham Suffolk IP12 2TP	Proposed new semi-detached dwellings	Refused	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	14892.78	18036.92	4101.34	6625.1	16848.59	13795.01	11747.49	14853.31	15524.19	10227.95	19834.98	22339.15	13018.49	10929.96
UA-71	DC/20/3625/FUL	Tehidy House 65 Orwell Road Felixstowe IP11 7PS	Conversion of existing house to 5 apartments and one new build dwelling	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	32106.77	36872.92	22083.66	25555.86	35690.57	31553.24	30502.29	33728.02	8342.97	27618.25	38636.14	27589.03	21907	29833.62
UA-72	DC/20/3658/OUT	Land To The Rear Of 361-377 High Street Walton Felixstowe Suffolk IP11 9QN	Outline Application (Some Matters Reserved) - Residential development consisting of a pair of 3 bedroom semi-detached houses and 2no. 2 bedroom bungalows. Formation of upgraded vehicular access onto high street.	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	31220.33	35721.06	20680.13	24353.6	34538.46	30591.1	29362.19	32591.28	6710.78	26669.74	37497.64	25937.42	20213.03	28648.94
UA-73	DC/20/3705/FUL	Plot 9 Land At Mallard Way Off Rectory Road Hollesley	Construction of 2no. two storey dwellings in place of one dwelling as previously approved C/13/0320)	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	20290.24	25454.51	12531.99	14479.38	24281.25	19789.41	19103.96	21990.25	12137.05	15850.03	27169.73	26418.8	17825.34	18595.91
UA-74	DC/20/3818/OUT	Land To The North Of Wood Farm Helmingham Road Otley Suffolk IP6 9NS	Outline Application (With Some Matters Reserved) for the phased development of 12 self-build and custom housebuilding serviced plots, including 6 Starter Homes and 3 discount market sale affordable housing plots	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	25558.3	24591.08	11070.73	15584.26	23442.97	24007.15	20187.39	21549.18	15584.76	21727.19	26232.24	8860.16	1787.18	18938.39
UA-75	DC/20/3890/OUT	Land At Redwald Road Rendlesham Suffolk IP12 2TZ	Outline Application (With Some Matters Reserved) - Residential development for up to 75 dwellings, with associated open space, including community orchards and allotments, along with play space and integrated public rights of way	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	13708.01	17073.16	4311.23	5694.62	15891.49	12636.7	10740.81	13929.93	16654.37	9035.57	18860.68	23312.27	13997.38	9987.83
UA-76	DC/20/4151/OUT	Land Between The Entrance To The Sandlings Caravan Park And Rondebosch Lodge Road Hollesley Suffolk	Outline Application (All Matters Reserved) - Construction of up to three dwellings with all matters reserved	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	21930.08	26720.91	12884.34	15524.21	25540.72	21330.37	20348.28	23498.86	10144.82	17399.58	28467.17	25137.82	16867.05	19745.56
UA-77	DC/20/4339/FUL	Plot 5A Yew Tree Courtyard Framlingham Road Earl Soham Woodbridge Suffolk IP13 7SG	Erection of new building comprising 6 No. small units for Class E(g) employment use and associated B8 storage and associated parking and hardstanding	Permitted	Tier 1	No	No	N/A	No	N/A	No	N/A	N/A	20167.19	17246.38	9522.15	11664.65	16235.61	18725.83	14485.35	14647.94	22884.2	17760.21	18676.54	15678.79	10211.51	13142.07
UA-78	DC/20/4389/OUT	Diamond Mills Auction House Orwell Road Felixstowe Suffolk IP11 7DD	Outline Application (All Matters Reserved) - Demolition of Auction House and erection of 7 dwellings	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	31851.18	36673.62	21963.78	25372.6	35491.55	31312.47	30301.49	33492.28	8526.57	27375.86	38433.21	27760.95	21972.65	29644.31
UA-79	DC/20/4545/EIA	ABP Lowestoft Lowestoft Suffolk	EIA Scoping Opinion - Lowestoft Eastern Energy Facility	EIA required	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	28273.41	26186.65	42208.88	36912.41	28465.3	30904.49	31739.43	28523.64	60765.86	35909.22	25280.92	58086.97	51976.84	34278.69
UA-80	DC/20/4555/FUL	Land South Of Low Road Hasketon Suffolk IP13 6JG	The erection of 3 no. new dwellings, and associated shared vehicular access and driveway	Refused	Tier 1	No	No	N/A	N/A	N/A	N/A	N/A	N/A	380034.18	376317.07	366523.44	370686.93	375535.91	378561.25	374351.46	374274.99	359052.81	376972.28	377308.02	346463.14	355466.94	373007.59
UA-81	DC/20/4583/FUL	Land To West Of 18 Halesworth Road Reydon IP18 6NH	Construction of 3no. detached houses and associated carsheds	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	11650.14	10769.11	26486.61	20743.25	12917.21	14289.02	15113.27	12297.98	44632.21	19313.14	9967.29	44528.05	37235.22	18359.76
UA-82	DC/20/4646/FUL	Sizewell B Sizewell Power Station Complex And Adjoining Land Sizewell Power Station Road Sizewell Leiston Suffolk IP16 4UR	Hybrid application seeking outline planning permission, with all matters reserved, for up to 9,500 square metres Gross External Area (GEA) to provide administration, storage, welfare and canteen facilities and a visitor centre of up to 1,000 square metres GEA. Detailed planning permission is sought for demolition of some existing structures and redevelopment to include a training centre and interim visitor centre, an outage store, lay down area, car and cycle parking, landscaping, associated infrastructure (including utilities, plant and highway works), tree felling and other relevant works.	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Geology and Land Quality, AR, Air Quality	N/A	No	N/A	N/A	0	9117.17	16246.74	10107.12	8684.79	2543.09	1804.35	3005.54	32310.31	6297.95	9691.75	36808.77	28094.44	9503.48
UA-83	DC/20/4664/FUL	Exchange House Fountain Way Reydon Southwold Suffolk IP18 6SZ	Provision of 2no. additional units, use Class B2/B8, at existing premises	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	12468	11653.31	27386.62	21638.94	13810.03	15134.15	15937.2	13185.39	45524.79	20165.9	10844.2	45387.94	38124.01	19259.73
UA-84	DC/20/4661/FUL	Land Off Millers Way Church Road Otley Suffolk IP6 9NP	Construction of 5 dwellings	Refused	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	25578.56	24872.66	10875.57	15552.55	23710.5	24026.49	20288.27	21786.01	14667.78	21619.74	26539.08	9078.58	870.27	19053.52
UA-85	DC/20/4709/OUT	Cherry Lee Darsham Road Westleton Suffolk IP17 3AL	Outline Application (Some Matters Reserved) - Demolition of a dwelling and an outline application for up to 15 homes with full details submitted of the vehicular access.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	3953.21	3123.67	16880.26	11063.75	3988.75	5490.28	6263.4	2764.21	34960.85	10175.41	3167.9	35787.87	27966.37	8745.27
UA-86	DC/20/4692/EIA	Land At The Former Deben High School Site Garrison Lane Felixstowe Suffolk	EIA Screening Option - Proposed development of 61 dwellings and leisure facilities by East Suffolk Council.	Case closed	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	31724.36	36438.01	21606.75	25110.51	35255.5	31154.85	30068.85	33324.42	7932.47	27221.92	38203.86	27169.46	21428.74	29392
UA-87	DC/20/4732/FUL	Site Of Former St Johns Garage Bardolph Road Bungay Suffolk	Construction of two-storey building to provide Class E retail unit at ground floor with 4 no. Class C3 residential units above; and ancillary car parking and servicing area.	Withdrawn	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	26198	19645.63	31510.64	28894.76	21259.18	27252.16	25853.9	22204.63	49435.83	30803.14	19247.23	41047.3	37483.51	25968.64
UA-88	DC/20/4781/OUT	The Spinney Farnham Road Snape Suffolk IP17 1QW	Outline Application (with all matters except access reserved) for between 2 and 3 new dwelling houses	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	6573.54	10376.03	7438.11	1664.17	9216.44	5323.36	4153.26	7243.09	23995.34	2379.2	12063.88	28223.04	19299.09	4097.97
UA-89	DC/20/4846/EIA	B-17 Solar Farm Parham Airfield Parham Suffolk	EIA Screening Opinion - Proposed Solar Energy Scheme	EIA required	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Traffic and Transport	N/A	Yes	Yes	Cumulative	12201.02	11754.29	3287.01	3003.27	10542.04	10663.9	6734.04	8505.45	21951.14	9123.17	13530.25	22108.74	13781.08	5493.56
UA-90	DC/20/4890/FUL	10-14 Crompton Road Lowestoft Suffolk NR33 9NG	Demolition of no 10-14 Crompton Road. Construction of 6 no. dwellings, car parking, dropped kerbs, fencing and materials	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	27177.06	24421.67	40346.43	35272.4	26691.05	29689.59	30600.63	26866.97	59002.18	34621.86	23510.31	55639.71	49783.69	32551.57
UA-91	DC/20/4921/FUL	Former Carlton Motors Rushmere Road Carlton Colville Suffolk NR33 8HA	Demolition of existing garage buildings and construction of 4 No. detached bungalows with garages, access road and associated hard and soft landscaping	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	23538.55	20724.63	36674.18	31566.11	22996.33	26018.4	26945.1	23160.61	55313.95	30933.61	19813.51	52291.14	46244.04	28852.7
UA-92	DC/20/4968/OUT	Camelot Mill Road Wissett Halesworth Suffolk IP19 0RA	Outline Application (Some Matters Reserved) - Residential development of up to 4 No. dwellings with new access and associated parking following demolition of the existing dwelling Camelot	Refused	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	14890.44	8096.89	21291.12	17729.58	9720.61	15729.33	14461.76	10650.38	39883.34	19298.87	7802.67	35137.7	29489.5	14772.81
UA-93	DC/20/4991/FUL	37 And 39 Field Lane Kessingland Suffolk NR33 7QA	Construction of 2 No. Dwellings and Garaging with Associated Works, Including; Alterations to Existing Dwellings, Creation of Vehicular Access and Provision of Landscaping.	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	21826.37	19837.37	35875.68	30483.89	22112.76	24437.93	25286.45	22107.71	54363.84	29437.33	18938.45	52369.23	45907.73	27887.72
UA-94	DC/20/4993/FUL	45 Dobbs Lane Kesgrave Suffolk IP5 2QA	Erection of two dwellings (revised design to approval DC/20/2352/FUL)	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	27262.35	29375.03	13165.07	18153.28	28157.2	26085.68	23481.69	26092.4	4832.94	22614.84	31180.98	15324.87	9033.25	22441.56
UA-95	DC/20/5045/FUL	Land At Manor Farm The Manor House Estate Bawdsey Suffolk IP12 3AL	The construction of 3no. detached dwellings with carports/garages and new shared vehicular access.	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	24416.33	29644.31	16126.3	18589.52	28469.53	23963.26	23287.2	26167.98	10344.58	20025.21	31364.28	27263.62	19487.14	22752.67
UA-96	DC/20/5052/OUT	Land North Of Snipe Farm Road Clopton Suffolk IP13 6SQ	Outline Application (All Matters Reserved) - Erection of 2no. dwellings with cart lodges	Refused	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	24383.76	24383.01	9385.24	14355.88	23190.44	22874.33	19362.12	21198.06	12799.66	20189.93	26108.72	11041.56	1790.78	18155.85
UA-97	DC/20/5144/OUT	Land Off Pilgrims Way Bungay Suffolk	Outline Application (With All Matters Reserved) Residential development for up to 40 dwellings with open space, landscaping, access and associated infrastructure.	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	26229.29	19697.42	31615.69	28976.99	21318.83	27298.56	25925.89	22259.63	49555.09	30868.02	19289.18	41193.88	37616.67	26048.88
UA-98	DC/20/5181/OUT	Land East Of Abbey Road Leiston Suffolk	Outline Application (Some Matters Rerserved) - The erection of 100 new residential units (C3), with employment floorspace (E) (approximately 1,000 sq m) and family-oriented public house / restaurant (approximately 770 sq m).	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Noise and Vibration, Geology and Land Quality, Amenity and Recreation, Ground Water and Surface water, Air Quality, Landscape and Visual, Soils & Agriculture, Traffic and Transport	Already considered in ES	No	No	N/A	409.7	7684.34	13698.06	7513.35	6971.79	471.68	270.83	1740.87	30283.63	4358.27	8686.99	34180.02	25517.69	6869.28
UA-99	DC/20/5183/OUT	Land Adjacent To 295 High Road Trimley St Martin Suffolk IP11 0RJ	Outline Application (With Some Matters Reserved) Proposed residential development with associated works	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	30976.25	35030.5	19578.8	23620.1	33843.77	30231.3	28713.49	31845.93	4511.62	26350.39	36825.26	23753.36	18257.73	27925.42
UA-100	DC/20/5224/FUL	Land Rear Of 34-48 Old Station Road Halesworth Suffolk IP19 8JJ	Full planning application for 21 residential units (Use Class C3), associated car parking, public open space, landscaping and ancillary works.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	14392.68	7792.31	21515.94	17729.2	9515.03	15364.82	14371.07	10380.9	40162.78	19102.44	7363.65	35775.37	29977.31	14775.83
UA-101	DC/20/5239/EIA	Land Adjacent To Reeve Lodge High Road Trimley St Martin Suffolk	EIA Screening Opinion - Outline planning permission (all matters reserved except access) for the erection of up to 139 new homes (including provision of up to 46 affordable homes), land for a 2-form entry primary school with pre-school, open space, SUDS and all associated infrastructure provision	EIA not required	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	31041.76	35116.97	19680.48	23707.22	33930.78	30302.28	28797.56	31934.53	4627.92	26418.92	36911.07	23871.66	18382.57	28012.67
UA-102	DC/20/5278/FUL	Land To The North And West Of Garden Square And Gardenia Close Rendlesham Suffolk	A phased development of 75 dwellings, car parking, public open space, hard and soft landscaping, and associated infrastructure and access.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	14266.37	17301.86	3699.36	5889.88	16112.85	13133.48	11019.16	14116	16220.49	9622.59	19100.79	22514.56	13200.29	10194.08

ID	App_ref	Address	Description	Status	Tier	Within_ZOI	Progress to Stage 2	Overlap in temporal scope	Scale and Nature of development likely to have a significant effect	Other_factors	Shortlisted	Stage3_4	Categorisation	Dist_MDS_m	Dist_Darsham_m	Dist_Wickham_m	Dis_TVB_m	Dist_Yoxford_m	Distance_Rail_m	Dist_Branch_m	Dis_SLR_m	Dist_Freight_m	Dist_A1094_B1069_m	Dist_A12_A144_m	Dist_A140_B1078_m	Dist_B1078_B1079_m	Dist_A12_B1119_m
UA-103	DC/20/5279/OUT	Land Adjacent To Reeve Lodge High Road Trimley St Martin Suffolk	Outline Application With Some Matters Reserved (Access to be considered) for the erection of up to 139 new homes (including provision of up to 46 affordable homes), land for a 2-form entry primary school with pre-school, open space, SUDS and all associated infrastructure provision.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture, Traffic and Transport, Terrestrial Ecology and Ornithology	Already considered in ES	No	No	N/A	31033.69	35109.71	19674.21	23700	33923.55	30294.38	28790.18	31927.38	4629.37	26410.94	36903.78	23872.74	18380.61	28005.46
UA-104	DC/21/0027/FUL	Halesworth Campus (Former Halesworth Middle School Site) Norwich Road Halesworth Suffolk IP19 8PY	Hybrid Planning Application for Retirement Community development to include (i) Full Planning Application for 54 bed care home (Use Class C2, Block C), associated landscaping, parking, access from Norwich Road and waste storage and (ii) Outline Application with all matters reserved for 100 Extra Care apartments and communal facilities (Use Class C2, Blocks A and B) and administration, training and staff accommodation building (Block D)	Awaiting decision	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	13926.41	7477.76	21548.85	17600.49	9261.43	14985.52	14183.61	10078.47	40227.13	18830.72	6956.85	36133.27	30209.85	14654.94
UA-105	DC/21/0541/FUL	Former Deben High School Garrison Lane Felixstowe Suffolk IP11 7RF	Hybrid Application - Full Application for the construction of 45 apartments and maisonettes and 16 houses in buildings ranging in height from 2 to 3 storeys, conversion of retained assembly hall to provide 250m2 community space, 16 residential car parking spaces, 1 car park space for community hall, 137 cycle parking spaces, highways and public realm works, hard and soft landscaping, access and associated works and Outline application (with all matters reserved except for access, use and scale) for redevelopment and extension of retained sports hall to provide indoor bowls facility and cricket pitch with pavillion, 32 car parking spaces, 24 cycle spaces, landscaping and associated works. All matters reserved except for access, use and building heights.	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	31718.62	36434.84	21606.82	25107.97	35252.33	31149.79	30065.59	33319.61	7943.22	27216.77	38200.53	27179.78	21435.7	29389.23
UA-106	DC/21/0607/EIA	Land At Oakes Farm Beccles Road Carlton Colville Suffolk	EIA Screening Opinion - approximately 20.75 for sports pitches/open space/parkland, approximately 5.4 ha of residential development (gross) and approximately 3.5 ha of commercial development	Awaiting decision	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	24578.42	21451.82	37312.83	32336.02	23711.44	27001.81	27907.05	23937.89	55992.85	31872.98	20540.85	52510.2	46662.16	29580.57
UA-107	DC/21/0621/FUL	Sibton Park Yoxford Road Sibton Suffolk IP17 2LY	Erection of 4 No. tourist accommodation lodges and associated development.	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	9157.15	2628.57	14375.37	10272.73	2836.91	9224.4	7016.41	3562.05	33094.88	11993.98	3548.05	30954.94	23998.59	7317.9
UA-108	DC/21/0671/FUL	Land West Of London Road Beccles Suffolk	Hybrid Planning Application: (i) Full Planning Application - Residential development of 150 dwellings (including affordable) together with public open space, roads, accesses, parking, garages, drainage and associated infrastructure (ii) Outline Planning Application - 6 No. serviced Self Build Plots with associated access and infrastructure. Application is a partial re-design of existing planning permission DC/18/4312/FUL	Awaiting decision	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	23144.28	18041.57	32638.16	28617.01	20048.91	24960.27	24919.62	20664.98	51274.29	29369.18	17213.5	45667.86	40688.38	25691.24
UA-109	DC/21/0767/EIA	Carlton Park Industrial Estate Main Road Kelsale Cum Carlton Suffolk IP17 2NL	EIA Screening Opinion - Erection of 11 no. commercial units consisting of Class E (office and cafe / restaurant), B2 (light industrial) and B8 (storage and distribution) uses.	EIA Not Required	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	5992.05	5915.35	9203.7	3701.31	4733.26	4639.14	550.91	2877.99	27469.76	5593.22	7703.91	28704.56	20482.48	1083.28
UA-110	DC/21/0757/FUL	Land North Of The Street The Street Kettleburgh Woodbridge Suffolk IP13 7JP	Construction of 17no. new dwellings including 5no. affordable homes, with new shared vehicular access, driveways, cartlodges and garages	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	18238.11	16837.44	5669.91	8719.05	15689.57	16707.94	12679.87	13808.23	19576.26	15007.34	18486.07	16146.36	8491.35	11380.47
UA-111	DC/21/0895/FUL	43 St Johns Road Lowestoft NR33 0PH	Demolition of the residential accommodation and the garage to be replaced with a new house with seven one bedroom units.	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	27714.05	25479.06	41488.72	36236.63	27757.35	30319.72	31173.69	27843.48	60070.67	35311	24571.67	57263.17	51195.1	33583.48
UA-112	DC/21/0935/OUT	Land South Of Blackheath Road Wenhaston With Mells Hamlet Suffolk	Proposed erection of 2no. new detached bungalows and associated garages	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	9529.47	3894.56	19627.04	14758.88	6069.61	10884.18	10746.37	6517.94	38292.26	15172.2	3028.48	36380.35	29534.91	11927.4
UA-113	DC/21/0980/FUL	Peakhill Farm Honeypot Lane Kelsale Cum Carlton Suffolk IP16 4TG	'small touring campsite for up to 10 touring caravans or campervans'	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Noise and Vibration, Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	3431.06	4618.66	12034.44	6022.43	3624.55	2647.34	1263.83	1564.54	29895.02	5696.37	6102.32	31720.54	23467.19	4076.85
UA-114	DC/21/1496/FUL	Pakefield Caravan Park Arbor Lane Lowestoft Suffolk NR33 7BE	Proposed siting of 7 static caravans in lieu of 12 touring caravan pitches, together with environmental improvements	Awaiting decision	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	24805.46	22622.68	38648.32	33348.46	24901.29	27405.21	28262.79	24958.63	57199.89	32395.49	21717.44	54715.52	48482.26	30712.76
UA-115	DC/21/1712/OUT	Newnham Business Park Saxtead Road Framlingham Suffolk IP13 9RE	Hybrid planning application seeking outline planning permission for the creation of a phased employment area for office, studio, workshop and light industrial and storage units comprising B1, B2 and B8 use classes (previously approved ref. DC/16/4370/OUT) and retrospective full planning approval for attenuation works and construction of new vehicular access as completed on land known as Newnham Business Park, Saxtead Road, Framlingham, Suffolk	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	Already considered in ES	No	No	N/A	17313.13	14497.67	7700.99	9152.63	13454.36	15883.85	11635.31	11814.97	23363.46	15079.17	15986.77	18245.39	11780.55	10293.7
UA-116	DC/21/1848/FUL	Land Adjacent To 295 High Road Trimley St Martin Suffolk IP11 0RJ	Demolition of existing bungalow and erection of 5no. new dwellings comprising 3no. detached bungalows and 2no. semi-detached houses all with associated parking.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	9598.95	3070.97	18193.13	13594.09	4974.48	10515.77	9902.55	5665.08	36896.75	14435.43	2511.79	34691.75	27906.99	10700.24
UA-117	DC/21/1902/OUT	Land Adjacent To 295 High Road Trimley St Martin Suffolk IP11 0RJ	Proposed residential development with associated works	Refused	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	30730.46	34754.13	19286.1	23343.07	33566.72	29976.91	28440.33	31566.92	4307.6	26099.92	36549.73	23534.3	17981.24	27648.14
UA-118	DC/21/1985/FUL	Land Adjacent To Sitwell Gardens Station Road Framlingham Suffolk IP13 9DW	4 x 3 bed dwellings with associated amenity, integrated bike storage, 2 parking spaces per unit and additional visitors parking. Access is through the existing entrance to the site off Station Road onto a permeable shared driveway.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	Already considered in ES	No	No	N/A	15999.2	13680.36	6253.88	7590.33	12580.64	14537.52	10316.51	10822.64	22752.66	13570.71	15258.21	19027.6	11921.14	8972.83
UA-119	DC/21/2207/OUT	Greenways Nursery Ipswich Road Newbourne Suffolk	Outline Application - Demolition of nursery buildings and erection of 2 No chalet bungalows and associated works	Awaiting decision	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	26529.91	29801.77	13954.65	18410.45	28601.69	25580.13	23595.9	26560.42	3747.76	21835.19	31611.84	19612.64	12843.47	22703.6
UA-120	DC/21/2289/EIA	Site At Former Crown Nursery High Street Ufford Suffolk IP13 6EL	Environmental Impact Accessment - Proposed Development of 2.67ha of land of which 1.04ha is to be developed with a built form of 13no. units of commercial floorspace all comprising uses within Class E of the Use Classes Order 1987 (as amended).	Awaiting decision	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	18644.78	20547.6	4385.71	9284.85	19332	17361.3	14613.9	17268.09	12813.77	14105.08	22357.85	18147.26	8855.27	13575.67
UA-121	DC/21/2387/EIA	Land West Of Sandpit House And Sewage Pumping Station Loudham Hall Road Pettistree Suffolk	EIA Screening Opinion - Proposed development of a 21 MWp Solar PV Development	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	15945.84	17665.77	1639.92	6401.75	16451.26	14595.8	11731.72	14388.42	15648.78	11513.83	19476.95	19714.67	10441.65	10686.47
UA-122	DC/21/2500/FUL	The Nursery Main Road Pettistree Woodbridge Suffolk IP13 0HH	Provision of 10 x no. shipping containers to facilitate expansion of existing self storage business	Awaiting decision	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	16802.92	18359.52	2170.17	7177.16	17142.58	15439.07	12501.53	15077.82	15030.17	12383.49	20167.91	18897.44	9607.39	11431.68
UA-123	DC/21/2529/FUL	Carlton Park Industrial Estate Main Road Saxmundham Suffolk IP17 2NL	Erection of 4 no. commercial units (B8)	Awaiting decision	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	5959.15	5973.88	9175.21	3641.14	4791.48	4596.57	495.02	2947.6	27423.38	5517.56	7760.08	28708.43	20472.41	1069.24
UA-124	DC/21/2575/EIA	Land At Corporation Farm Drunkards Lane Falkenham Ipswich Kirton IP10 0PT	EIA Screening Opinion- Proposed reservoir	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	28385.49	32477.42	17171.66	21071.94	31293.71	27638.03	26149.28	29305.32	4634.43	23757.31	34268.66	23205.46	16859.78	25377.35
UA-125	DC/20/01415	Barley Green Garage Laxfield Road Stradbroke Eye Suffolk IP21 5JX	Outline Application (all matters reserved)- Erection of 6No dwellings (including 2 affordable homes) (following demolition of garage).	Refused (appeal dismissed)	Teir 1	No	No	N/A	N/A	N/A	No	N/A	N/A	21927.47	16072.92	17179.45	17358.85	15824.44	21079.64	17232.17	15317.53	32613.8	21948.65	16868.85	22788.86	19653.35	16184.39
UA-126	DC/20/05126	Land South Of Mill Lane Stradbroke Suffolk	Outline planning application (all matters reserved, access to be considered) Residential development of up to 89No dwellings (including 9No affordable dwellings), provision of a new school car park and bus drop off area, land for a new pre-school facility, public open space, upgrades to Mill Lane and associated works.	Awaiting decision	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	23861.96	17970.88	18624.73	19049.03	17755.29	22999.37	19130.42	17250.97	33336.01	23796.64	18745.63	22390.57	20067.46	18052.2
UA-127	DC/20/00241	Land At Badingham Road Laxfield Suffolk IP13 8JA	Planning Application - Use of land for siting 4no eco shepherds huts for Holiday Let Accommodation. Erection of ablutions block following demolition of stable block.	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	15820.85	10322.68	13107.66	12220.29	9811.46	14990.13	11217.72	9208.49	30633.88	16099.38	11230	24648.94	19187.43	10299.33
UA-128	DC/20/02523	Land East Of Bickers Hill Road Laxfield Woodbridge Suffolk IP13 8EZ	Application for Outline Permission (some matters reserved, access to be considered) - Erection of 8No. Dwellings and two accesses.	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	Already considered in ES	No	No	N/A	16876.61	10743.67	15058.64	14087.05	10610.62	16255.95	12666.22	10320.26	32489.79	17673.79	11533.54	25770.78	20782.51	11893.02
UA-129	DC/21/03051	Corner Farm Banyards Green Laxfield Suffolk IP13 8ES	Planning Application. Replacement of redundant rural barns under the Fallback Principle with Phased Development of 4no dwellings and parking including 1no. innovative self-build dwelling.	Awaiting decision	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	16858.37	10697.71	15122.89	14130.72	10582.15	16250.01	12673.31	10306.53	32571.98	17688.5	11481.34	25864.59	20874.35	11910.88

ID	App_ref	Address	Description	Status	Tier	Within ZOI	Progress to Stage 2	Overlap in temporal scope	Scale and Nature of development likely to have a significant effect	Other_factors	Shortlisted	Stage3_4	Categorisation	Dist_MDS_m	Dist_Darsham_m	Dist_Wickham_m	Dis_TVB_m	Dist_Yoxford_m	Distance_Rail_m	Dist_Branch_m	Dis_SLR_m	Dist_Freight_m	Dist_A1094_B1069_m	Dist_A12_A144_m	Dist_A140_B1078_m	Dist_B1078_B1079_m	Dist_A12_B1119_m
UA-130	20/00485/FUL	Land Adjacent 553 And 12 To 13 The Quadrangle Centre The Drift Nacton Road Ipswich Suffolk	Erection of new commercial building for light industrial (Class B1) use.	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	33562.73	35373.23	19217.79	24303.62	34155.29	32361.73	29630.05	32096.13	5386.17	28923.65	37166.54	14507	12173.22	28551.45
UA-131	20/00781/FUL	Areas U V And W Ravenswood Nacton Road Ipswich Suffolk	Erection of 96 dwellings (house and flats) including roads, footpaths, drainage and landscaping.	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	33357.15	35380.87	19188.09	24230.83	34162.39	32192.89	29560.8	32099.71	4542.24	28698.54	37180.42	15382.8	12670.94	28502.91
UA-132	21/00149/FUL	Car Parking Adjacent And Amenity Area 4 Berwick Road Ipswich Suffolk	Provision of 6 no. storage containers.	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	32076.98	34391.32	18181.86	23144.19	33173.71	30960.85	28467.98	31108.84	2879.8	27399.69	36197.96	16339.82	12641.63	27441.66
UA-133	20/00359/FUL	1 Walker Close Ipswich Suffolk IP3 8LY	Erection of a "mobile" operating theatre (following demolition of existing theatre).	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	31583.3	33202.87	17085.45	22199.34	31985.7	30341.97	27517.75	29929.56	5454.36	26973.28	34991.87	13341.75	10047.76	26423.41
UA-134	20/01066/FUL	Land Rear Of 12 To 42 Reading Road And Lockup Garages The Drift Woodbridge Road Ipswich Suffolk	Erection of 6 no. dwellings with garages and alterations to existing access.	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	31496.76	32829.24	16814.1	21960.87	31614.76	30208.22	27256.81	29566.97	6578.68	26927.02	34607.56	12163.87	9109.05	26137.78
UA-135	SCC/0045/21B	Brooklands Primary School Palfrey Heights Brantham CO11 1TU	Expansion to include 4 additional teaching spaces, ancillary spaces, demolition of swimming pool, additional car, scooter and cycle parking and artificial grass pitch.	Awaiting Decision	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	44765.9	46687.68	30546.19	35627.57	45470.37	43616.33	40955.55	43413.52	14599.03	40096.56	48476.97	20995.47	22490.17	39879.86
UA-136	SCC/0046/21W/Pre App	Copeland Way, Ellough, Beccles, NR34 7TL	Screening request for proposed anaerobic digestion plant	Informative	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	22273.42	17981.22	33353.03	28834.51	20147.58	24386.36	24765.3	20588.35	52070.56	29036.77	17095.6	47610.62	42119.61	25967.31
UA-137	SCC/0040/21SE	Haverhill Waste Transfer Station Homefield Road Haverhill CB9 8QP	Change of use and alterations to provide combined Recycling Centre and Waste Transfer Station	Awaiting Decision	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	80387.52	78286.05	65829.57	70477.17	77279.32	78842.25	74868.64	75637.49	57249.89	76598.27	79663.84	45849.02	54566.5	73564.22
UA-138	SCC/0027/21FSCREEN	Cavenham Quarry, Cavenham Heath, Cavenham, Bury St Edmunds, Suffolk IP28 6SE	Screening and Scoping Request in respect of a planning application to allow for an extension to Cavenham Quarry for the extraction, processing, sale and distribution of sand and gravel and subsequent restoration using inert materials on land adjacent to Cavenham Quarry	Informative	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	69463.73	65045.97	57635.06	60959.45	64362.19	68093.97	63835.56	63276.54	57181.6	67182.96	65941.28	39430.89	47943.51	62506.05
UA-139	SCC/0017/21B	Suffolk Fire and Rescue Service Training Centre Wattisham Airfield Wattisham IP7 7RA	Single-storey and two-storey LPG hot training rig (extension to existing hot training rig) & erection of single-storey and two-storey carbonaceous hot trainig rig on existing concrete hardstanding.	Awaiting Decision	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	42473.95	40846.69	27917.81	32534.09	39772.7	40925.43	37010.66	38017.62	23159.35	38661.11	42349.52	7930.76	16682.74	35724.77
UA-140	SCC/0110/20MS	Land At Masons Landfill Site Bramford Road Great Blakenham IP6 0JX	Use of land for non-hazardous and hazardous waste processing and transfer, with repair and fabrication workshop, retospective erection of biomass boiler building and associated site works	Application Approved	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Air Quality	N/A	Yes	Yes	Future basline / Cumulative	35496.31	34916.71	20511.72	25448.1	33764	33963.58	30326.07	31853.81	15075.06	31312.83	36561.08	4719.85	9408.09	29097.86
UA-141	SCC/0013/21B	St Edmunds Catholic Primary School Westgate Street Bury St Edmunds IP33 1QG	Erection of new 30 pupil place Special Educational Needs and Disability teaching facility with associated drop-off access.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	59087.09	55446.12	46275.18	50015.21	54616.83	57635.72	53404.18	53302.77	44519.75	56300.65	56541.37	27203.28	35987.81	52060.41
UA-142	SCC/0004/21MS	Barham Quarry Sandy Lane Barham Ipswich Suffolk IP6 0EB	Propose to allow for two minor extensions to Barham Quarry for the extraction of sand and gravel, the continuation of sand and gravel extraction and subsequent restoration using inert materials with associated access. And to allow rephasing of mineral extraction and restoration.	Awaiting decision	Teir 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	33177.84	32476.15	18247.99	23120.91	31326.43	31626.84	27942.91	29423.6	14737.11	29055.9	34115.93	3958.18	7045.8	26710.69
UA-143	SCC/0095/20SE	North Farm, Elveden Road Barnham Thetford IP24 2PH	Extraction of sand and gravel and subsequent importation of inert waste material to achieve a beneficial restoration of the site back to heathland on land at North Farm, Barnham.	Awaiting decision	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	61863.85	56554.15	51678.37	54284.39	56160.71	60613.09	56414.57	55339.2	54787.1	60282.69	57351.12	35990.26	43476.03	55132.07
UA-144	SCC/0114/20SE	St Edmunds Catholic Primary School Westgate Street Bury St Edmunds IP33 1QG	Erection of new 30 pupil place Special Educational Needs and Disability teaching facility with associated drop-off access.	Application Withdrawn	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	59087.09	55446.12	46275.18	50015.21	54616.83	57635.72	53404.18	53302.77	44519.75	56300.65	56541.37	27203.28	35987.81	52060.41
UA-145	SCC/0107/20MS	Stowupland High School Church Road Stowupland Stowmarket IP14 4BQ	Construction of a new standalone block to provide 18 KS2 SEND places, with associated additional car and cycle parking.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	37901.97	35116.15	24619.61	28496.91	34149.85	36402.31	32241.96	32603.9	25578.91	34789.65	36445.18	6690.98	14585.08	30903.87
UA-146	SCC/0109/20IP	Copleston High School, Copleston Road, Ipswich, IP4 5HD	Development of a new 18 pupil place Special Educational Needs and Disability unit with associated external works in Copleston High School in Ipswich, Suffolk.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	31570.81	33100.3	17011	22137.18	31883.82	30314.48	27449.81	29830.02	5809.69	26972.6	34886.14	12970.92	9760.08	26347.48
UA-147	SCC/0103/20F	Exning Primary School Oxford Street Exning CB8 7EW	The proposal involves the construction of a new standalone block to provide 12 KS1 places for pupils with special educational needs and disability. The block is to be located adjacent to the dining/kitchen block and makes use of the western site access to provide a route for pupils/staff.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	82758.12	78859.54	69984.26	73752.14	78082.51	81321.99	77079.89	76849.98	66684.6	80036.86	79862.38	50570.77	59498.78	75737.33
UA-148	SCC/0096/20IP	University of Suffolk Campus North (The Hold) New Street Ipswich IP3 8AH	Installation of container and compound area that will house the Battery Storage System Installation to serve the The Hold Archive Building	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	33437.57	34667.33	18712.58	23866.44	33455.01	32140.35	29151.37	31413.01	7465.04	28873.55	36438.6	11975.11	10405.7	28022.93
UA-149	SCC/0098/20MS/SCREEN	Lawn Farm Quarry Wetherden Suffolk IP14 3JU	EIA Screening and Scoping request within an area identified as the northern extension for the extraction, processing, sale and distribution of sand and gravel with subsequent restoration using inert materials.	Informative	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	45124.92	41700.41	32382.17	36035.12	40826.13	43664.63	39441.02	39442.42	32829.56	42318.6	42876.55	14249.28	22519.93	38097
UA-150	SCC/0086/20MS	Chilton Leys New Primary School Fuller Way Stowmarket IP14 1WB	The proposed project works include; the construction of a new 210 pupil place two storey Primary School, 60 place single storey Pre-School, car park and associated external areas.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	40977.42	38108.19	27667.6	31576.68	37156.64	39479.79	35314.22	35634.73	27646.66	37869.13	39410.77	9011.12	17424.12	33975.21
UA-151	SCC/0085/20MS	Lawn Farm Quarry Wetherden Stowmarket IP14 3JU	Installation and use of a washing plant for the recycling of inert wastes together with associated access onto the highway	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	45038.79	41681.36	32206.19	35902.74	40797.72	43572.78	39355.33	39396.95	32457.58	42188.6	42872.37	13926.28	22260.87	38011.36
UA-152	SCC/0063/20F	Cavenham Quarry Cavenham Road Tuddenham Bury St. Edmunds IP28 6SE	Minor extension to Cavenham Quarry for the extraction, processing, sale and distribution of sand and gravel and subsequent restoration using inert materials together with the use of the existing access.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	69153.93	64787.04	57256.61	60610.19	64087.77	67778.59	63519.97	62988.21	56684.89	66840.18	65687.52	38978.99	47517.55	62188.96
UA-153	SCC/0073/20SE	Moreton Hall SEMH School Moreton Hall Estate Bury St Edmunds IP32 7BY	Development of land next to Abbotts Green primary school to provide a new SEMH school. The development requires 13No external doors across all elevations and the provision of external fences and planting to the site. This will entail the development of the land to ensure it is suitable for the building and the development of the external areas to ensure the surrounding area is suitable for the pupils.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	56295.43	52574.75	43652.94	47305.19	51755.21	54853.82	50614.94	50460.62	42614.27	53585.21	53656.19	24892.43	33549.81	49271.83
UA-154	SCC/0071/20SC	Foxhall Household Waste Recycling Centre Foxhall Road Foxhall IP10 0BG	The proposed development will be a waste management facility comprising of the following:- . Highways improvements along Foxhall Road including road widening and improved site access. . Relocation of the Recycling Shop and facilities to enlarge the overall site. . Alterations to the existing layout including introducing a split-level skip loading dock. . Alterations to the existing layout to improve traffic flows, segregation of HGVs and stacking within the site. . Largely relocating existing equipment. . Improving welfare facilities for staff. . Associated mechanical and electrical works	Application Approved	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Traffic and Transport	N/A	Yes	Yes	Cumulative	28234.03	30768.37	14596.49	19448.23	29553.79	27141.73	24754.34	27490.65	2888.95	23551.17	32579.53	16822.2	10982.5	23759.58
UA-155	SCC/0068/20W	Beccles Business Park, B And B Skips Limited Anson Way Worlingham NR34 7TJ	Erection and use of a two storey office building and relocation of the site weighbridge to support the B and B operations	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	22554.37	18212.03	33537.6	29054.06	20369.85	24653.39	25007.85	20823.39	52253.02	29292.35	17329.19	47684.44	42244.75	26181.32
UA-156	SCC/0064/20F	Cavenham Quarry Allen Newport Ltd Cavenham Road Tuddenham Bury St. Edmunds IP28 6SE	Planning application for a minor western extension to Cavenham Quarry for the extraction, processing, sale and distribution of sand and gravel and subsequent restoration using inert materials together with the establishment of a replacement recycling facility with the continued use of the existing processing plant, ancillary infrastructure and access. Also, to allow for an alternative restoration scheme for the existing quarry using inert materials on land at Cavenham Quarry.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	68755.21	64314.17	56973.68	60275.61	63636.64	67388.4	63130.39	62557.27	56665.61	66494.49	65207.57	38848.02	47328.5	61801.76
UA-157	SCC/0058/20W	Wangford Landfill Site Hill Road Wangford NR34 8AR	Installation of Leachate Tank, erection of portacabin and associated works.	Application Approved	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	11670.94	8937.54	24964.87	19568.1	11203.18	14009.93	14961.12	11180.75	43433.45	18856.68	8051.26	42228.9	35273.9	16955.52
UA-158	SCC/0062/20MS/SC	Lawn Farm Quarry, Wetherden,	Screening Request in respect of a planning application for the installation and use of a washing plant for the recycling of inert waste	Informative	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	45038.79	41681.36	32206.19	35902.74	40797.72	43572.78	39355.33	39396.95	32457.58	42188.6	42872.37	13926.28	22260.87	38011.36
UA-159	SCC/0059/20MS	Land at Needham Road, Stowma	Erection of a joint fire and police station with associated external areas, including a two-vehicle appliance bay; waiting area for two ambulances; a 50-space police car park, 16-space visitor car park and fire training tower. The site will provide permanent office space for the Suffolk Constabulary and shared space for fire and police.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	38987.32	36627.49	25177.76	29339.41	35616.63	37463.75	33377.06	33985.39	24265.17	35606.93	38027.48	5781.83	14507.63	32052.21

ID	App_ref	Address	Description	Status	Tier	Within_ZOI	Progress to Stage 2	Overlap in temporal scope	Scale and Nature of development likely to have a significant effect	Other_factors	Shortlisted	Stage3_4	Categorisation	Dist_MDS_m	Dist_Darsham_m	Dist_Wickham_m	Dis_TVB_m	Dist_Yoxford_m	Distance_Rail_m	Dist_Branch_m	Dis_SLR_m	Dist_Freight_m	Dist_A1094_B1069_m	Dist_A12_A144_m	Dist_A140_B1078_m	Dist_B1078_B1079_m	Dist_A12_B1119_m
UA-160	SCC/0034/20IP	Ipswich Wharf Operation, West Bank Terminal, Brett Aggregates Wherstead Road Ipswich IP2 8NB	Erection of a concrete batching plant	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	34435.96	35828.52	19808.83	24950.99	34614.34	33168.24	30251.9	32567.23	7305.81	29844.01	37605.64	12921.68	11700.83	29136.01
UA-161	SCC/0048/20MS/SC	Barham Quarry Sandy Lane Barham Ipswich Suffolk	Screening and scoping request for Barham Quarry	Informative	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	33177.84	32476.15	18247.99	23120.91	31326.43	31626.84	27942.91	29423.6	14737.11	29055.9	34115.93	3958.18	7045.8	26710.69
UA-162	SCC/0043/20MS/SC	Masons Landfill Site, Great Blakenham, Ipswich	Request for a scoping opinion: Extension of time to complete the restoration of Masons Landfill, Great Blakenham, Ipswich	Informative	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	35496.31	34916.71	20511.72	25448.1	33764	33963.58	30326.07	31853.81	15075.06	31312.83	36561.08	4719.85	9408.09	29097.86
UA-163	SCC/0046/20SE	Land at The Folly Ingham Culford Bury St Edmunds IP28 6TY	Landfilling using inert soils to restore land to enable agricultural use.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	59372.14	54888.75	47863.02	51014.79	54212.49	58016.7	53761.05	53143.1	48882.27	57204.4	55783.93	30473.48	38620	52436.35
UA-164	SCC/0032/20/SCOF	Cavenham Quarry, Marston's Pit, Cavenham Heath, Cavenham, Bury St Edmunds, Suffolk, IP28 6SE	EIA Scoping request for the extension of minerals extraction and associated inert waste back filling.	Informative	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	69004.24	64588.3	57181.16	60501.89	63903.5	67634.55	63376.16	62817.27	56771.43	66724.85	65484.04	38997.37	47500.6	62046.68
UA-165	SCC/0011/20MS	Land To The north Of Thurston Community College Ixworth Road Thurston IP31 3QE	Phased development for Thurston Community College. Phase 1: Construction of a 60-space car park, 10-place drop-off area, cycle parking and footpath link to Community College. Phase 2: Construction of a floodlit Multi-Use Games Pitch (to include out-of-hours community use of pitch and car park)	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	52683.36	48823.6	40337.54	43838.08	48022.27	51259.15	47010.4	46763.43	40430.69	50102.8	49878.78	22181.51	30570.84	45669.36
UA-166	SCC/0174/17IPNM/	19-21 Neptune Quay, Ipswich, IP4 1QJ	Construction of a mostly single storey building for the Suffolk Record Offices with a double height search room and two-storey administrative building. The proposals also include an education annexe with lecture hall, seminar rooms and learning centre; ancillary cafe, retail and exhibition space, and landscaping. Existing University facility building on the site to be demolished.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	33529.86	34796.51	18825.2	23976.87	33583.7	32238.79	29265.75	31540.35	7361.44	28959.82	36569.32	12151.7	10583.65	28140.18
UA-167	SCC/0016/20/Scree	Cavenham Quarry Martston's Pit Cavenham Heath Cavenham Bury St Edmunds IP28 6SE	EIA Screening request for an extension to minerals extraction with associated inert waste back filling.	Informative	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	68755.21	64314.17	56973.68	60275.61	63636.64	67388.4	63130.39	62557.27	56665.61	66494.49	65207.57	38848.02	47328.5	61801.76
UA-168	SCC/0021/20E	Bungay High Sixth Form Centre Hillside Road East Bungay NR35 1JS	Development of former Bungay middle school site to provide SEND provision. The development requires the insertion of 4No external doors to the south and west elevation and provision of external fences to the site. This will entail the demolition of existing out building around the site to provide provision of external space required for the development.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	25838.89	19403.25	31613.85	28836.14	21061.94	26974.97	25730.08	21979.28	49650.84	30633.16	18949.42	41557.44	37831.08	25898.08
UA-169	SCC/0022/20/SCRE	Cavenham Quarry Martston's Pit Cavenham Heath Cavenham Bury St Edmunds IP28 6SE	EIA Screening & Scoping Request for a extension to minerals extraction and revised site restoration	Informative	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	68755.21	64314.17	56973.68	60275.61	63636.64	67388.4	63130.39	62557.27	56665.61	66494.49	65207.57	38848.02	47328.5	61801.76
UA-170	SCC/0014/20SE	Indigo Waste Services Ltd Unit 6 Little Heath Barnham IP24 2SY	Retrospective application for the use of the site for a recycled glass bulking facility, including storage facilities, haulage depot and ancillary parking.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	60887.86	55704.96	50497.43	53183.25	55264.52	59619.51	55407.73	54402.35	53359.46	59215.75	56520.71	34587.12	42153.17	54117.3
UA-171	SCC/0013/20IP	University of Suffolk Campus (The Hold) New Street Ipswich IP3 8AH	Installation of container that will house the Photovoltaic Battery storage units for the Hold and the University Of Suffolk.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	33437.57	34667.33	18712.58	23866.44	33455.01	32140.35	29151.37	31413.01	7465.04	28873.55	36438.6	11975.11	10405.7	28022.93
UA-172	SCC/0075/19MS	Poplar Farm, Bedfield Road, Worlingworth, Woodbridge, IP13 7LR	Retrospective application: Recycling and waste transfer of inert wastes, including storage and crushing using mobile plant, and installation of noise attenuation barrier.	Application Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	22433.55	18231.19	13550.91	15090.71	17412.83	21122.71	16894.63	16200.78	26773.15	20819.18	19369.2	16774.25	13469.87	15599.71
UA-173	SCC/0099/19B	Harpers Hill Farm Harpers Hill Nayland With Wissington CO6 4NT	Part retrospective application for the erection of 6 bays for the storage of non-hazardous wastes with associated screening and soil washing.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	56015.35	56316.5	41046.29	46184.61	55139.5	54629.71	51329.06	53174.47	27990.11	51531.84	58003.98	24746.01	30683.57	50137.97

Annex B: Updated Long List

Key for the identification of colour coding for the status of short listed Plans, Projects and Programmes

Categories	Colour coding in the short list
Future baseline / Cumulative schemes which are not yet built and construction timelines unknown, to be considered as both a cumulative scheme and potential receptor.	
Cumulative - schemes which will be under construction at the same time as the Sizewell C Project.	
Future baseline - schemes which will be completed prior to 2022, there is an assumption here that any small scale residential developments will be constructed prior to 2022.	
Baseline - schemes which are completed at the time of assessment.	

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
2	DC/18/4227/OUT	54 High Street Leiston IP16 4EW	Proposed demolition of Tandoori & redevelopment of site to form residential properties with associated works.	Refused	Tier 1	Yes. Geology & Land Quality, Amenity & Recreation , Landscape & Visual.	No	No	n/a	n/a	No	No	n/a	444.38	8278.86	13478.36	7346.95	7524.79	1037.49	378.61	2408.33	29815.88	3835.46	9325.79	34062.6	25326.46	6944
3	DC/18/3897/FUL	11 Eastlands Industrial Estate Eastlands Road Leiston Suffolk IP16 4LL	To construct a new building for use as a Storage and Distribution(B8) facility on a vacant site similar to an earlier building destroyed by fire.	Approved	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual, Noise and Vibration	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative Geology and Land Quality, Amenity & Recreation, Landscape & Visual effects. Potential to give rise to cumulative Noise and Vibration effects as development is close to several receptors we are looking at in relation to BF/LEEIE. Potential for noise from construction and/or vehicle traffic serving the proposed development to combine with noise from BF/LEEIE.	n/a	Yes	Yes	Future baseline	83.21	8500.2	14213.64	8087.09	7827.45	1213.78	83.23	2356.62	30439.86	4440.49	9423.04	34802.57	26064.11	7642.81
4	DC/18/3697/FUL	Former Leiston School Waterloo Avenue Leiston Suffolk IP16 4HF	Redevelopment of former Leiston School to provide eleven units of residential accommodation, private amenity space, access, parking and associated infrastructure and ancillary works	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	672.17	8022.84	13176.5	7024.62	7238.83	687.71	302.32	2331.7	29641.78	3702.07	9119.45	33730.85	25016.34	6573.93
5	DC/18/3668/DRC	15 High Street Leiston Suffolk IP16 4EL	Erection of 8 dwellings - C04/1826 Granted 21st December 2004 front part of site - redesigned & granted consent 24th May 2016 for DC/16/2111/FUL 3 dwellings - Steve Milligan Planning Officer.	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	348.81	8140.43	13514.11	7368.18	7393.81	947.86	231.99	2260.02	29911.38	3940.93	9179.92	34076.6	25356.89	6910.74
6	DC/18/3278/FUL	5-9 Cross Street Leiston Suffolk IP16 4DF	Proposed housing development of 3 houses with associated parking and access	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	482.27	8308.15	13455.16	7327.33	7550.71	1051.02	418.17	2447.13	29780.54	3798.75	9359.29	34044.36	25304.38	6938.37
7	DC/18/2801/FUL	The Old Vicarage 2 King Edward Road Leiston Suffolk IP16 4HQ	PROPOSED CHANGE OF USE OF FORMER VICARAGE (UNOCCUPIED) TO C2 RESIDENTIAL CARE HOME TO PROVIDE EMERGENCY CRISIS CARE FOR 3-4 VULNERABLE YOUNG PEOPLE	Approved	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual,	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative Geology & Land quality, Amenity and Recreation and Landscape & Visual effects.	n/a	Yes	Yes	Future baseline	839.08	8016.7	13009.75	6859.34	7213.55	629.51	379.27	2424.52	29488.45	3562.29	9141.25	33567.31	24850.05	6430.03
8	DC/18/2822/OUT	Police Station Kings Road Leiston Suffolk IP16 4DA	Hybrid application seeking change of use to convert existing building into six dwellings, and outline planning permission for the erection of eight new build dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	718.26	8454.88	13289.29	7181.75	7675.43	1114.66	626.19	2665.38	29555.79	3569.16	9534.88	33903.95	25143.73	6871.41
9	DC/18/2574/FUL	Land Adjacent Ashfield Drive Leiston Suffolk	Construction of two detached single storey dwellings	Approved	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual,	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative Geology & Land Quality, Amenity and Recreation and Landscape & Visual effects.	n/a	Yes	Yes	Future baseline	930.52	8499.49	13076.56	6979.38	7695.88	1109.34	764.12	2813.34	29334.01	3350.1	9614.04	33702.7	24932.92	6719.56
10	DC/18/1674/FUL	The Red House Red House Lane Leiston Suffolk IP16 4LR	Erection of 5 houses and conversion of existing buildings to 4 houses, with new shared access off Red House Lane	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	892.7	8880.47	13521.85	7456.14	8116.72	1571.38	911.08	2975.31	29582.38	3572.51	9928.19	34184.49	25384.19	7263.9
11	DC/18/1120/RG3	Leiston Sports Centre Red House Lane Leiston Suffolk IP16 4LS	Redevelopment of the existing leisure centre to include three number extensions to form single storey new thermal suite, two storey extension to existing gym areas together with an extension to existing foyer. Decoration of existing roof and wall cladding. The proposals also include refurbishment of internal areas.	Approved	Tier 1	Yes. Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual, Noise & Vibration, Historic Environment	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual, Noise & Vibration (300m from some receptors we are looking at in relation to BF/LEEIE) and Historic Environment effects.	n/a	Yes	Yes	Baseline	626.28	8957.13	13896.27	7828.98	8232.32	1695.99	626.21	2918	29913.86	3895.57	9945.63	34556.56	25758.59	7595.5
12	DC/18/0548/FUL	The Old Vicarage 2 King Edward Road Leiston Suffolk IP16 4HQ	Two New Dwellings. Revised Design to that Approved under application ref DC/15/3616/FUL	Approved	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual,	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative Geology & Land quality, Amenity and Recreation and Landscape & Visual effects.	n/a	Yes	Yes	Future baseline	867.49	7997.82	12980.97	6829.07	7191.66	605.75	380.88	2426.15	29469.99	3549.32	9127.19	33536.25	24820.58	6396.68
13	PINS	East Anglia ONE North Offshore Windfarm Suffolk	East Anglia ONE North Offshore Windfarm	Application accepted for examination 22.11.19	Tier 1	Yes. Scoped in for Geology & Land Quality, Amenity & recreation, Landscape & Visual, Historic Environment, Marine & Navigation and Traffic .	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative Geology and Land Quality, Amenity & recreation, Landscape and Visual, Terrestrial Historic Environment, Marine Navigation (A1 cable landfall at Bawdsey, potential cumulative risk if Harwich chosen as transhipment facility) and Traffic effects.	n/a	Yes	Yes	Cumulative	47096.25	53811.31	67738.29	61519.53	55623.27	53659.85	53477.82	53235.74	83374.48	57854.15	53143.89	87488.4	79398.77	60011.77
14	PINS	East Anglia ONE North Offshore Windfarm Suffolk	East Anglia TWO North Offshore Windfarm	Application accepted for examination 22.11.19	Tier 1	Yes. Scoped in for Amenity & recreation, Landscape & Visual, Historic Environment, Marine & Navigation and Traffic .	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative Amenity and recreation, Landscape and Visual, Historic Environment, Marine & Navigation (potential for EA2 cable landfall close to Sizewell C development site) and Traffic effects.	n/a	Yes	Yes	Cumulative	35298.32	46879.63	55217.35	49624.02	47539.9	42581.04	41554.76	42759.56	66187.24	44687.21	46650.99	76077.85	66903.53	49527.47
15	DC/17/4645/OUT	The Mill 22 Carr Avenue Leiston Suffolk IP16 4JA	Outline application for 7 dwellings comprising 2 new flats maximum 7.5m to ridge, 1 duplex unit max 6.5m to ridge, Conversion of existing Eastern range to 1 dwelling, conversion to former mill to 3 flats.	Approved	Tier 1	Yes. Scoped in for Geology & Land Quality, Amenity & recreation, Landscape & Visual and Noise & Vibration	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Geology and Land quality - due to proximity to MDS (~100m) and also use as a nuclear power station. Construction works likely to occur consecutively. Amenity & recreation, Landscape & Visual and Noise and Vibration.	n/a	Yes	Yes	Future baseline / cumulative	382.4	7834.82	13529.16	7356.86	7097.12	703.14	40.96	1968.1	30057.73	4121.34	8869.35	34042.62	25358.14	6788.68
17	DC/17/3773/FUL	Land At Colonial House Station Road Leiston Suffolk	Erection 6 no. 1 bed flats	Approved	Tier 1	Yes. Scoped in for Geology & Land Quality, Amenity & recreation, Landscape & Visual and Noise & Vibration	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Geology and Land quality - Potential for cumulative effects due to proximity to MDS (~100m). Amenity & recreation, Landscape & Visual and Noise and Vibration.	n/a	Yes	Yes	Future baseline / cumulative	492.97	7854.79	13388.17	7219.09	7099.24	666.86	34.24	2063.34	29914.61	3984.37	8914.48	33909.49	25219.12	6677.4
19	DC/17/1617/FUL	Abbey View Lodges Orchard House 105 Abbey Road Leiston Suffolk IP16 4TA	Redevelopment of the site for 8 dwellings	Approved	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual, Noise & Vibration, Surface Water, Historic Environment, Air Quality.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Land quality - due to proximity to MDS and GRR (<100m). Amenity & Recreation, Landscape & Visual, Noise and Vibration, Surface Water, Historic Environment (indirect effects on heritage assets (Leiston Abbey 2nd site and associated Listed Buildings)) and Air Quality.	n/a	Yes	Yes	Future Baseline	83.07	7168.72	13846.55	7636.53	6490.15	23.8	794.16	1191.13	30636.04	4789	8139.39	34227.66	25631.24	6789.37
20	DC/17/1618/FUL	Abbey View Lodges Orchard House 105 Abbey Road Leiston Suffolk IP16 4TA	Redevelopment of the site for 6 dwellings	Appeal dismissed	Tier 1	Yes. Amenity & Recreation , Landscape & Visual, Noise & Vibration, Surface Water, Historic Environment .	Yes	No	n/a	n/a	No	No	n/a	31.52	7207.98	13887.76	7678.8	6534.18	20.3	786.69	1202.01	30660.61	4802.39	8170.58	34274.71	25674.83	6840.59
21	DC/17/1605/FUL	Land To The South Of Red House Lane Leiston Suffolk	Full planning application for residential development of 65 dwellings (including 21 affordable units) with associated vehicular access, landscaping, open space, car parking and pedestrian links	Approved	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual, Terrestrial Ecology, Noise & Vibration, Soils and Agriculture.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Land quality (due to proximity to MDS (~100m)) Amenity & Recreation, Landscape &Visual, Terrestrial Ecology, Noise and Vibration and Soils and Agriculture.	n/a	Yes	Yes	Future Baseline	817.03	9033.4	13740.76	7685.26	8289.26	1780.31	816.95	3047.39	29724.07	3705.22	10048.91	34414.82	25604.34	7509.96
22	DC/16/5369/DRC	Galloper Wind Farm Sizewell Gap Road Leiston Suffolk	Galloper Offshore Wind Farm, with onshore infrastructure near Leiston (The Galloper Wind Farm Order 2013). .Details as required by Condition 22 parts f, h and j of planning consent	Approved	Tier 1	Yes. Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual, Flood Risk, Soils & Agriculture, Noise & Vibration, Historic Environment, Marine Navigation, Air Quality, Ground Water	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes: Potential to give rise to cumulative effects in the following: Geology and Ground Conditions - <10m away from branch line, but minimal works proposed. Amenity & Recreation, Landscape & Visual, Flood Risk, Soils & Agriculture, Noise & Vibration, Historic Environment, Terrestrial Historic Environment, Marine Navigation (Export cables close to cooling water headworks), Air Quality (potential for construction phase traffic impacts on air quality) and Ground Water/surface water (potential impacts on Sizewell Drain and Sizewell Marshes SSSI).	n/a	Yes	Yes	Baseline	35.15	9391.12	15823.78	9728.78	8880.36	2476.26	1357.74	3167.73	31721.3	5727.31	10060.34	36450.19	27683.16	9280.32
23	DC/16/5035/OUT	Part Side Garden 2 Abbey Road Leiston Suffolk	Use of Land for Erection of two dwellings	Approved	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual, Noise & Vibration, Air Quality.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Land quality - due to proximity to MDS (0m). Amenity & Recreation, Landscape &Visual, Noise and Vibration (potential for associated traffic flows to combine with SZC construction/ops traffic) and Air Quality.	n/a	Yes	Yes	Future baseline	430.34	7836.08	13469.21	7297.72	7090.91	713.36	7.93	2001.61	29999.82	4066.95	8881.33	33984.87	25298.69	6738.21

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
25	DC/16/4134/FUL	7 Main Street Leiston Suffolk IP16 4ER	Proposed housing development of 5 houses, with associated parking and access	Appeal dismissed	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	425.44	8041.52	13423.11	7269.47	7286.26	821.72	176.44	2213.45	29867.38	3910.91	9096	33973.26	25262.4	6790.13
26	DC/16/3113/FUL	31 Haylings Road Leiston Suffolk IP16 4DJ	The building in question was a shop with a flat above. Planning consent has previously been granted (Application C/12/2002) to convert this section of the empty building into a 2 bed maisonette. This proposal seeks to retain the existing 1 bed flat above the shop and create a new 1 bed flat below. The net result will be 2 x 1 bed flats (i.e. the existing first floor flat and new flat on the ground floor) instead of 1 x 2 bed maisonette. Both flats will have 1 x on-site parking space.	Approved	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual,	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Land Quality, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Future baseline	651.97	8337.01	13286.09	7164.9	7559.62	1007.25	511.96	2556.74	29606.07	3627.14	9416.63	33884.37	25137.07	6812.59
27	DC/16/2111/FUL	15 High Street Leiston Suffolk IP16 4EL	Residential development of three dwellings (plots 1-2-3) following demolition of existing bus depot building (including first floor residential flat)	Approved	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual,	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Land Quality, Amenity & Recreation and Landscape &Visual.	n/a	Yes	Yes	Future baseline	347.57	8138.69	13514.85	7368.74	7392.19	946.99	229.99	2258.02	29912.85	3942.53	9178.04	34077.05	25357.55	6910.57
28	DC/16/2104/OUT	Land At The Rear Of St Margarets Crescent Leiston Suffolk	Erection of up to 77 new homes with associated access, infrastructure, landscaping and amenity space (all matters to be reserved except for access). No reserved matters application submitted	Approved	Tier 1	Yes. Scoped in for Geology & Land Quality, Amenity & recreation, Landscape & Visual, Terrestrial Ecology, Noise & Vibration, Soils & Agriculture, Historic Environment, Socio-Economics and Traffic.	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Geology & Land Quality, Amenity & recreation, Terrestrial Ecology, Landscape & Visual, Noise & Vibration, Soils & Agriculture, Historic Environment, Socio-Economics, Traffic (over threshold for explicit inclusion for a TA (75HH), but not included explicitly in strategic modelling Reference Case because not specified by SCC).	n/a	Yes	Yes	Future baseline / cumulative	926.76	7602.75	13013.15	6828.57	6805.7	251.1	59.39	2090.03	29669.61	3821.11	8728.65	33501.89	24832.71	6241.77
29	DC/16/1961/OUT	Johnsons Farm Saxmundham Road Leiston Suffolk	An outline planning application for up to 187 dwellings to include car parking, open space provision with associated infrastructure and access.	Approved DC/19/1883/ARM pending consideration	Tier 1	Yes. Scoped in for Amenity & recreation, Landscape & Visual, Terrestrial Ecology, Noise & Vibration, Soils & Agriculture, Historic Environment, Socio-Economics, Traffic and Air Quality	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & recreation, Ecology, Landscape & Visual, Noise & Vibration -(construction may combine with upgrade works/operation of Leiston branch line into BF/LEEIE and associated traffic may combine with SZC construction/ops traffic and result in possible cumulative effect), Soils & Agriculture, Historic Environment, Socio-Economics, Traffic (over threshold for explicit inclusion for a TA (75HH), but not included explicitly in strategic modelling Reference Case because not specified by SCC) and Air Quality.	n/a	Yes	Yes	Future baseline / cumulative	1342.95	7430.81	12560.61	6366.13	6581.09	170.22	159.89	2306.38	29329.68	3602.07	8636.57	33026.33	24370.68	5762.33
30	DC/16/1322/OUT	Land East Of Abbey Road Leiston Suffolk	Outline Application - 100 new residential units (C3) with employment floorspace (B1) (approx. 1000m2) and family orientated public house / restaurant (A3/A4) (approx.770m2)	Approved	Tier 1	Yes. Scoped in for Amenity & recreation, Landscape & Visual, Terrestrial Ecology, Noise & Vibration, Soils & Agriculture, Historic Environment, Socio-Economics, Traffic and Air Quality	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Geology & Land quality, Amenity & Recreation, Terrestrial Ecology, Landscape & Visual, Noise& Vibration, Soils & Agriculture, Historic Environment, Socio-Economics, Traffic (Over threshold for explicit inclusion for a TA (75HH), but not included explicitly in strategic modelling Reference Case because not specified by SCC) and Air Quality	n/a	Yes	Yes	Future baseline / cumulative	431.25	7674.31	13655.28	7470.38	6956.46	486.45	250.55	1753.98	30246.51	4325.29	8684.83	34137.1	25474.73	6828.45
31	DC/16/0931/FUL	Land West Of Mill Cottage Valley Road Leiston Suffolk	Erection of 18 dwellings including parking and external works.	Approved	Tier 1	Yes. Scoped in for Geology & Land Quality, Amenity & recreation, Landscape & Visual and Noise & Vibration	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Geology & Land Quality (proximity to MDS (<100m)), Amenity & recreation, Landscape & Visual and Noise & Vibration (surrounded by NSRs).	n/a	Yes	Yes	Future baseline / cumulative	165.07	8026.08	13689	7529.8	7303.51	804.53	29.53	2068.64	30130	4163.8	9033.67	34227.77	25525.79	7006.37
32	DC/16/0527/OUT	Gas Works Carr Avenue Leiston Suffolk IP16 4AT	Erection of 20 dwellings with associated paths, landscaping and boundary walls, gates and fences. Re-positioning of existing vehicular access to new drive and parking area.	Approved	Tier 1	Yes. Scoped in for Geology & Land Quality, Amenity & recreation, Landscape & Visual and Noise & Vibration	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Geology & Land Quality, Amenity & recreation, Landscape & Visual, Noise & Vibration (close to several NSRs and potential for construction to combine with upgrade works/operation of Leiston branch line into BF/LEEIE and possibly also construction/operation of BF/LEEIE itself).	n/a	Yes	Yes	Future baseline / cumulative	20.79	8098.02	13914.31	7757.24	7401.44	817.17	20.81	2044.37	30318.99	4340.22	9066.09	34455.78	25752.39	7225.31
33	DC/16/0186/FUL	Mandor House 16 Waterloo Avenue Leiston Suffolk	Proposed pair of semi-detached one bedroom houses on site of previously approved single dwelling reference C/04/1782	Approved	Tier 1	Yes. Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions (200m away from MDS), Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Baseline	609.6	7982.18	13239.56	7083.11	7206.3	679.95	230.65	2260.05	29718.92	3780.59	9068	33785.79	25077.31	6608.5
34	DC/15/3954/AME	Land South And West Of Lovers Lane Leiston Suffolk	Creation of approximately 6ha of wetland habitat, including wet reedbed, open-water and perimeter ditches within 4 groundwater basins together with marginal drier reed habitat. Soils excavated to create the basins, would be used across the wider site to establish a landscape including grassland, heathland, scrub and scattered trees. Other associated works include realignment of the existing watercourse, the relocation of groundwater abstraction boreholes, a new pump house and fencing.	Approved	Tier 1	Yes. Scoped in for Amenity & recreation, Landscape & Visual, Noise & Vibration, Flood Risk, Surface Water, Soils and Agriculture and Historic Environment	Yes	No	n/a	n/a	No	No	n/a	214.89	7704.84	14271.37	8081.15	7068.32	493.12	593.83	1527.28	30838.57	4884.86	8598.01	34731.63	26085.78	7363.91
35	DC/15/3616/FUL	The Old Vicarage 2 King Edward Road Leiston Suffolk IP16 4HQ	Proposed erection of 2 Dwelling Houses.	Approved	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual,	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Land Quality, Amenity & Recreation and Landscape &Visual	n/a	Yes	Yes	Future baseline	869.78	8010.83	12978.92	6828.3	7204.25	618.08	392.83	2438.26	29462.37	3539.77	9140.51	33536.29	24819.1	6401.12
36	DC/15/3018/FUL	Colonial House Station Road Leiston Suffolk IP16 4JD	Change of Use of South Wing of Colonial House to form 10 flats with associated parking, bin store, cycle store	Approved	Tier 1	Yes. Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Baseline	493.39	7898.33	13372.53	7207.17	7139.99	686.39	66.15	2110.88	29881.09	3945.67	8960.92	33901.44	25205.68	6683.39
37	DC/15/2817/FUL	27A Heath View Leiston Suffolk IP16 4JW	Proposed semi-detached dwelling comprising of 1 No. 3 bedroom dwelling and 1 No. 2 bedroom dwelling.	Approved	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual, Noise and vibration.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Land Quality (due to proximity to MDS (<100m)), Amenity & Recreation, Landscape &Visual and Noise and Vibration (close to several receptors we are looking at in relation to BF/LEEIE).	n/a	Yes	Yes	Future baseline	275.12	8821.98	14186.39	8096.44	8134.69	1532.41	275.12	2694.86	30266.63	4249.76	9758.22	34819.69	26045.3	7762.35
38	DC/15/1760/FUL	Sizewell Crossing Industrial Estate King Georges Avenue Leiston Suffolk	Use of land for the siting of 10 self storage containers and installation of security lighting	Approved	Tier 1	Yes. Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual, Noise & Vibration.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual, Noise & Vibration (close to several receptors we are looking at in relation to BF/LEEIE).	n/a	Yes	Yes	Baseline	10.91	8758.21	14419.75	8314.14	8100.99	1485.79	10.91	2575.16	30531.94	4515.26	9651.83	35035.24	26275.88	7919.46
39	DC/15/1415/OUT	Land Opposite 21 And 23 Long Row Leiston Suffolk	Erection of two dwellings	Refused - Appeal in progress	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Land Quality (due to proximity to GRR and MDS), Amenity & Recreation and Landscape &Visual.	n/a	Yes	Yes	Future baseline	303.12	8194.78	13582.4	7440.45	7454.98	1012.19	243.97	2279.53	29953.32	3976.11	9223	34150.85	25426.85	6991.92
40	DC/14/3166/OUT	Abbey View Lodges Orchard House 105 Abbey Road Leiston Suffolk IP16 4TA	Application for Outline Planning Permission with all matters reserved for redevelopment of the site for 10 dwellings.	Approved following appeal	Tier 1	Yes. Amenity & Recreation, Landscape & Visual, Noise and Vibration, Surface Water, Historic Environment.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape &Visual, Noise and Vibration (close to several NSRs, Potential for construction to combine with construction/operation of GRR and/or MDS construction), Surface Water and Historic Environment (Indirect effects on heritage assets (Leiston Abbey 2nd site and associated Listed Buildings).	n/a	Yes	Yes	Future baseline	96.3	7170.08	13830.49	7620.59	6489.18	37.45	783.35	1201.99	30619.95	4774.05	8143.98	34212.56	25615.47	6775.85
41	DC/17/3620/PN4	Sea Defences Slaughden Road Aldeburgh And Part Orfordness Beach Sudbourne Suffolk	Shingle Recycling from Sudbourne Beach to Slaughden Sea defences.	Approved	Tier 1	Yes. Scoped in for Amenity & Recreation	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity and Recreation .	n/a	Yes	Yes	Future baseline / cumulative	9048.01	17294.23	14581.33	10595.18	16362.81	9968.15	9177.5	11658.02	25264.09	6856.06	18526.18	34815.13	25502.49	12994.94

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
42	DC/18/5246/FUL	Friends Garage Front Street Orford IP12 2LP	Redevelopment of garage site and adjacent Seaforth House comprising demolition of all existing buildings and their replacement with 9 dwellings, (but 8 net) and a commercial unit for occupation by one of the following uses; Sui Generis (Automotive Engineers), Class A1 (Retail), A3 (Food and Drink), B1 (Offices) and installation of an automated fuel filling service.	Withdrawn	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	12826.08	19624.3	12341.88	10490.85	18538.75	12934.54	12826.02	14926.58	20239.05	9032.48	21131.39	31179.88	21894.23	13806.6
43	DC/18/1677/FUL	Havergate Island Havergate Island (tracks And Access) Orford Suffolk	Create an additional spillway into the northern lagoons by lowering 700m seawall from 2.5m AOD to 2m AOD	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	15253.38	21943.04	13432.04	12460.27	20840.86	15346.21	15253.32	17348.74	18712.23	11424.22	23480.79	31075.74	21905.34	15907.49
44	DC/16/4785/FUL	Proposed Radio Base Station The Broom (track) Gedgrave Suffolk	The installation of a 24m lattice tower supporting 3no. antennas and 2no. 600 mm dishes and the installation of 2 no. equipment cabinets, with ancillary works thereto.	Approved	Tier 1	Yes. Scoped in for Soils & Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils and Agriculture.	n/a	Yes	Yes	Future baseline / cumulative	13427.67	19924.16	11847.35	10462.68	18817.52	13408.18	13388.13	15438.63	19286.86	9454.81	21474.19	30358.14	21090.27	13884.43
45	DC/15/3922/FUL	Gedgrave Hall Gedgrave Road Gedgrave Suffolk IP12 2BX	Installation of 176kW solar PV system plus connection into local power network all adjacent to Gedgrave Reservoirs	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	Future baseline / cumulative	15182.78	21586.24	12576.64	11892.26	20468.04	15144.79	15113.5	17187.4	18067.58	11180.99	23159	30174.16	20997.29	15394.16
46	DC/18/2173/FUL	Cliff House Cliff House Holiday Park Minsmere Road Dunwich Suffolk IP17 3DQ	Demolition of two existing buildings and construction of 3 no. holiday apartments blocks - 13 no. holiday units.	Refused	Tier 1	Yes - within wider ZoI	No	Yes	No	n/a	No	No	n/a	3010.85	6738.97	19250.67	13102.03	7505.51	5781.66	6484.31	4865.82	36619.39	10823.61	6652.36	38874.03	30730.83	11328.52
47	DC/18/2325/FUL	Part Land South West Aldringham House Aldeburgh Road Aldringham Cum Thorpe Suffolk	Residential Development of 40 Dwellings, together with associated access roads, garaging and car parking	Approved	Tier 1	Yes. Scoped in for Ecology, Soils & Agriculture and Historic Environment	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Ecology, Soils & Agriculture, Historic Environment.	n/a	Yes	Yes	Future baseline / cumulative	1556.29	9457.47	13216.23	7230.17	8648.83	2062.48	1556.21	3669.64	29006.52	2989.77	10561.29	33946.86	25079.85	7321.12
48	DC/18/1492/FUL	Site Of 1 And 2 Church Lane Aldringham Cum Thorpe Leiston Suffolk IP16 4QT	Demolition of a pair of cottages and two new replacement dwellings.	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Future baseline	1941.52	10345.22	13700.13	7851.24	9561.03	2977.15	1941.46	4402.51	29036.94	3185.11	11397.52	34501.78	25561.51	8161.69
49	DC/17/4216/FUL	Thorpeness Golf Club And Hotel Lakeside Avenue Thorpeness Aldringham Cum Thorpe Suffolk IP16 4NH	Proposed miniature 9 hole adventure golf course	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	2635.11	11645.44	14776.92	9092.07	10917.1	4364.29	2897.39	5519.62	29455.51	4174.42	12593.37	35633.62	26611.13	9610.83
50	DC/15/4028/FUL	Five Acre Barn Aldeburgh Road Aldringham Cum Thorpe Suffolk IP16 4QH	Extension and alterations to barn and change of use from C3 dwellinghouse to C1 hotel, providing five B&B units, managers accommodation and support space. Alterations to site entrance and connection to mains sewer. Existing dwelling to be demolished.	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	2390.42	10463.3	13162.95	7379.9	9628.77	3061.67	2390.36	4695.65	28448.81	2610.5	11591.14	33984.16	25020.79	7853.4
51	DC/15/2462/FUL	Land East Of Seadune North End Avenue Thorpeness Aldringham Cum Thorpe Suffolk	Sea defence wave ramp constructed from rock filled wire baskets (Gabions). The defence will span a 70M undefended length linking to Gabion defences to the North and South	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	2656.23	12016.15	15707.45	10012.3	11357.68	4743.43	3201.5	5792.01	30262.43	5104.56	12851.35	36563.3	27541.24	10418.9
52	DC/15/1696/FUL	Thorpness Golf Club Thorpness And Aldeburgh Hotels Lakeside Avenue Thorpness Suffolk IP16 4LX	Proposed erection of new steel portal building to replace former fire damaged buildings. Also to erect new steel portal tractor and trailer store with hard standing area.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	2372.63	11408.6	14796.32	9074.27	10690.74	4122.82	2643.64	5267.94	29605.82	4193.53	12343.63	35642.6	26640.39	9494.94
53	DC/15/1349/FUL	Coxswains Cottage 2-3 South Cottages The Haven Thorpeness Aldringham Cum Thorpe Suffolk IP16 4NW	Convert single dwelling back to two dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	3019.21	12175.93	15365.91	9722.16	11479.4	4886.57	3371.33	5991.96	29795.28	4777.83	13067.71	36231.33	27184.73	10281.87
54	DC/16/0915/FUL	Fen Lodge Fenstreet Road Westleton Suffolk IP17 3NU	Installation of 2no. shepherd's huts for use as short stay lettable holiday units. Associated facilities to include WC/shower extension, parking and soft landscaping. Existing use - C3a residential to include proposed use - provision for holiday/business use	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	3314.35	3101.02	15339.64	9467.16	3110.7	4189.31	4661.7	1262.2	33358.35	8682.97	3647.07	34491.38	26534.81	7219.26
55	DC/14/3227/FUL	Land Adjoining New Cottages Chapel Road Eastbridge Theberton Suffolk	Erection of 2 semi-detached dwellings, outbuildings and parking	Approved	Tier 1	Yes. Amenity & Recreation / Landscape & Visual , Flood Risk	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual, Flood Risk.	n/a	Yes	Yes	Baseline	794	5585.88	15467.23	9290.65	5294.18	2288.7	3312.44	1041.15	32822.64	7230.77	6139.02	35365.02	27049.17	7708
56	DC/16/2145/FUL	3 West House Farm Cottages Saxmundham Road Theberton Suffolk IP16 4TH	Demolition of a pair of semi-detached cottages and construction of two detached cottages a pair of domestic garages	Refused	Tier 1	Yes. Surface Water.	Yes	No	n/a	n/a	No	No	n/a	3144.11	5692.69	11405.07	5261.47	4667.31	1924.16	251.06	2217.84	29026.93	4612.34	7188.03	31408.43	22998.84	3794.7
57	DC/18/1496/FUL	Cakes And Ale Caravan Park Abbey Lane Leiston Suffolk IP16 4TE	Demolition of two-storey dwelling and use of land for stationing of 3 x No. static caravans	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	1161.71	6476.4	12989.3	6770.83	5685.92	549.74	820.04	1472.9	30094.78	4574.34	7626.63	33251.13	24720.78	5739.58
58	DC/15/5037/OUT	The Firs 65 Leiston Road Knodishall Saxmundham Suffolk IP17 1UQ	Improvement to existing vehicular access to form a shared vehicular access and erection of 2 new dwellings to the rear of The Firs, 65 Leiston Road, Knodishall.	Approved	Tier 1	Yes - Potentially - shipping and offshore traffic	Yes	No	n/a	n/a	No	No	n/a	2383.22	9338.7	11960.67	5994.97	8418.28	2150.66	2111.25	4154.33	27906.63	1912.59	10614.57	32699.06	23824.05	6301.24
59	DC/17/4977/FUL	Knodishall Hall Church Road Knodishall Suffolk	surfacing of historic access driveway and new link and conversion of barn buildings (Lower Bullock Yard) into a dwelling with ancillary workshop and studio and a holiday let.	Approved	Tier 1	Yes. Cable landing proposed to the north of Thorpeness with cable route passing near Sizewell	Yes	Yes - submission of consent applications in Q4 2019 for both EA1N and EA2. Construction and operation phases could overlap with SZC	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Future baseline	2313.98	8155.6	11539.03	5411.53	7200.57	1276.28	1252.16	3517.44	28122.61	2442.3	9501.91	32133.16	23385.46	5246.03
60	DC/18/4741/FUL	Friston Hall Saxmundham Road Friston IP17 1NL	Conversion of two outbuildings to offices. Conversion of one outbuilding to dwelling with part office. Separation of historical part of Grade 2 listed property from later part to form two separate dwellings. Erection of farm office	Approved	Tier 1	No spatial overlap with SZC geomorphology or marine water and sediment quality ZOI	Yes	No	n/a	n/a	No	No	n/a	4967	9429.79	8977.68	3028.41	8314.53	3759.37	3490.67	5840.23	25522.3	1320.16	11027.35	29704.43	20842.5	4127.95
61	DC/18/3635/OUT	Land North Of The Rectory Aldeburgh Road Friston Suffolk	Proposed development of 3 No. two storey dwellings with associated access.	Refused	Tier 1		No	No	n/a	n/a	No	No	n/a	4356.69	9580.99	9732.16	3847.34	8505.77	3370.33	3220.07	5617.63	25966.16	750.05	11105.1	30489.55	21594.25	4809.86
62	DC/17/4746/FUL	Firs Farm Buildings Farnham Road Friston IP17 1NS	Conversion of Farm Buildings to Provide 6 Dwellings	Approved	Tier 1	No spatial overlap with SZC ZOI	Yes	No	n/a	n/a	No	No	n/a	5326.82	10691.69	9183.83	3587.47	9597.23	4505.76	4376.01	6776.22	24931.52	635.05	12243.62	30035.75	21032.74	5411.57
63	DC/16/2731/FUL	The Bungalow Chases Lane Friston Suffolk IP17 1PJ	Erection of detached dwelling and garage (including access off Chases Lane) including new sewerage treatment plant following demolition of The Bungalow	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	4680.5	9797.43	9449.59	3617.51	8709.11	3688.01	3528.63	5916.4	25639.88	651.63	11343.26	30226.17	21311.58	4793.26

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
64	DC/14/0089/FUL	The Covert 35 Lee Road Aldeburgh Suffolk IP15 5EY	Erection of two dwellings (existing two dwellings to be demolished)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	6068.96	14593.32	14293.94	9372.45	13729.16	7197.2	6226	8759.16	27072.91	4773.9	15727.7	35028.79	25800.95	11081.41
65	DC/14/3299/FUL	Beachside 7 Hertford Place Aldeburgh Suffolk IP15 5DB	Proposed alterations and extension to "Beachside" to create two houses.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	6255.05	14828.07	14484.12	9601.54	13968.69	7429.61	6425.97	8971.93	27115.07	5023.01	15953	35199.76	25963.89	11331.44
66	DC/15/0622/FUL	Land Between 19 And 21 Britten Close Aldeburgh Suffolk	Erection of 4 flats (3x1 bed, 1x 2bed) - Replacement application for DC/14/3847/FUL	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	5165.63	13662.62	13998.54	8845.01	12807.37	6263.66	5302.13	7823.19	27396.26	4064.67	14789.52	34813.19	25629.92	10330.12
67	DC/15/4166/FUL	The Red House Golf Lane Aldeburgh Suffolk IP15 5PZ	Erection of single storey detached building of approx. 148m2 to provide space for education and recital use, with secondary support spaces in the form of a lobby, WC's and an equipment store. It will be used in connection with the existing activities of the Britten-Pears Foundation and other groups at The Red House, including groups of schoolchildren, adult learners, community groups and occasional public events.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	4556.51	12816.96	13407.51	8100.91	11944.94	5429.88	4620.58	7069.85	27330.79	3231.09	13978.07	34260.47	25118.67	9457.32
68	DC/16/1226/FUL	Land Between 36 And 38 Leiston Road Aldeburgh Suffolk	Construction of 2no semi-detached houses	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	5229.76	13630.3	13788.11	8657.6	12761.88	6238.25	5343.34	7839.26	27194.39	3909.73	14778.81	34599.15	25413.9	10192.4
69	DC/15/3103/FUL	Land Between 36 And 38 Leiston Road Aldeburgh Suffolk	Provision of 5 x 3-bedroom dwellings on land behind the old Fairways Laundry building.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	5236.51	13638.31	13792.19	8663.41	12769.93	6246.21	5350.53	7846.84	27193.33	3916.77	14786.68	34602.72	25417.07	10199.78
70	DC/17/1462/FUL	Police Station Leiston Road Aldeburgh IP15 5PP	Demolition of former police station, creation of new access, public open space, erection of 19 dwellings including 6 affordable dwellings and all associated works	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	5123.9	13588.56	13914.27	8752.29	12729.8	6191.12	5251.39	7763.75	27356.02	3969.87	14721.75	34732.11	25551.6	10236.21
71	DC/17/3162/FUL	Machinery Store Kings Field Victoria Road Aldeburgh Suffolk	Change of use of existing building to Gymnasium.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	5436.47	13820.8	13791.14	8717.22	12947.16	6432.14	5550.05	8043.12	27068.58	4019.54	14976.33	34586.2	25390.15	10316.06
72	DC/18/2313/FUL	Former East Suffolk Hotel 152 High Street Aldeburgh Suffolk IP15 5AQ	Change of use of part of building from B1(a) to C3. Alterations and extensions to form 4no. residential flats together with associated works and refurbishments	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	5931.24	14541.63	14488.92	9515.24	13691.79	7140.61	6107.42	8660.82	27325.16	4855.81	15653	35239.21	26017.31	11152.72
73	DC/18/4126/FUL	Land Adjacent To Telegraph Barn Warren Hill Lane Aldeburgh Suffolk IP15 5QB	Construction of 4 No. 2 storey detached dwellings, and associated external works.	Refused	Tier 1	Yes. Soils & Agriculture.	No	No	n/a	n/a	No	No	n/a	4193.05	12617.96	13690.72	8299.07	11771.24	5217.27	4289.08	6783.58	27746.63	3366.5	13740.33	34554.27	25431.32	9498.67
74	DC/18/4969/FUL	75 High Street Aldeburgh IP15 5AU	Remodelling of front elevation to include new roof with dormer windows to facilitate insertion of second floor. Two-storey and first floor rear extensions and change of use from shop and house to 3 x No. self-contained flats	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	5726.79	14344.38	14448.26	9421.74	13498.21	6942.85	5902.22	8456.43	27418.6	4719.88	15451.25	35217.9	26005.35	11006.73
75	DC/16/1226/FUL	Land Between 36 And 38 Leiston Road Aldeburgh Suffolk	Construction of 2no semi-detached houses	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	5229.99	13628.74	13784.11	8653.77	12760.1	6236.84	5343.15	7838.57	27191.21	3906.3	14777.62	34595.16	25409.92	10189.18
76	DC/18/2648/OUT	Contrive Cottage Mill Street Middleton Suffolk IP17 3NG	Erection of 4 number 4 bedroom detached houses accessed from Title Road, 2 number 2 bedroom semi-detached houses accessed from Mill Street and reconstruction of minor access way into the site off Title Road.	Refused	Tier 1		No	No	n/a	n/a	No	No	n/a	3301.89	3073.99	14700.41	8828.7	2803.76	3851.74	4053.66	628.24	32723.41	8173.39	3887.9	33908.59	25916.47	6583.91
77	DC/16/3947/OUT	Norwood House Littlemoor Road Middleton Suffolk IP17 3JZ	Erection of 14 sheltered/extra care dwellings, together with residents lounge/meeting room and parking area	Approved following appeal	Tier 1	Yes. Scoped in for Amenity & recreation, Landscape & Visual and Historic Environment	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & recreation, Landscape & Visual and Historic Environment.	n/a	Yes	Yes	Future baseline / cumulative	4555.97	2145.43	13751.57	8144.84	1478.6	4613.86	3801.82	225.31	32026.36	8260.48	3533.67	32634.23	24769.25	5622.55
78	DC/16/0444/COU	Middleton Village Hall Mill Street Middleton Suffolk	Change of Use of part of Agricultural Field to provide overflow car parking	Approved	Tier 1	Yes. Geology & Land Quality, Amenity & Recreation, Landscape & Visual, Surface Water, Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Land Quality, Amenity & Recreation, Landscape & Visual , Surface Water and Soils & Agriculture.	n/a	Yes	Yes	Future baseline	3464.84	2938.39	14505.65	8662.86	2601.26	3901.34	3934.99	497.75	32563.62	8124.43	3846.81	33681.35	25701.03	6382.5
79	DC/15/4334/FUL	Suncot Middleton Moor Middleton Suffolk IP17 3LN	Demolition of two existing semi-detached cottages and replace with two new semi-detached dwellings.	Approved	Tier 1	Yes. Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Baseline	4353.95	2235.42	13935.09	8281.4	1672.8	4493.32	3852.72	382.51	32174.29	8270.97	3517.38	32865.61	24983.74	5800.91
80	DC/15/0325/FUL	Land Adjoining Green Garth Mill Street Middleton Suffolk	Construct 3 detached and 4 semi-detached dwellings, together with car parking and construction of service approach drive, utilising existing access point.	Approved	Tier 1	Yes. Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual , Surface Water, Soils & Agriculture.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions, Amenity & Recreation / Landscape & Visual, Surface Water and Soils & Agriculture.	n/a	Yes	Yes	Baseline	3392.32	3009.21	14521.49	8664.35	2672.1	3840.24	3917.41	477.39	32562.76	8085.74	3904.34	33720.67	25729.92	6402
81	DC/14/0329/OUT	Land Adjoining Green Garth Mill Street Middleton Suffolk	Use of land for the erection of 6 dwellings (of which 2 are to be affordable houses) together with car parking and construction of service approach drive utilising existing access point.	Approved	Tier 1	Yes. Amenity & Recreation, Landscape & Visual, Surface Water, Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual, Surface Water and Soils & Agriculture.	n/a	Yes	Yes	Future baseline	3340.7	3079.02	14448.99	8579.61	2706.08	3750.22	3821.55	383.58	32476.04	7985.2	3997.85	33676.49	25671.68	6333.69
82	DC/14/0478/LBC	Westwood Lodge Road Blythburgh Suffolk IP19 9NB	Retention of works carried out in connection with change of use of curtilage listed outbuilding to 2 No. 1 bed holiday lets.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	7657.64	6023.46	21639.93	15955.32	8099.15	10006.74	10982.44	7748.08	39860.4	14901.29	5296.83	39864.24	32425.22	13518.63
83	DC/14/0398/VLA	Land To Rear Of Rosemary Cottage The Street Walberswick Suffolk	Residential redevelopment of existing vacant site to provide 5 residential dwellings (revised scheme to that previously permitted under ref:- C11/0375).	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	9066.97	8593.55	24028.43	18204.57	10628.75	11681.73	12520.45	9855.88	42071.8	16703.28	7873.24	42434.79	34940.6	15891.87
84	DC/18/4818/SCO	High Lodge Haw Wood Hinton Suffolk IP17 3QT	Change of use of part of golf course to land for the siting of holiday lodges	EIA not required	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	7043.04	1874.17	17895.78	12641.56	4132.53	8323.44	8358.16	4244.37	36417.83	12699.22	1040.4	35628.13	28337.01	9931.56
85	DC/15/4988/FUL	Plots 12 And 13 Blyth View Bulcamp Blythburgh Suffolk IP19 9LB	Subdivision of approved plots 12 (5 beds) and 13 (5 beds) to create 4 units - 2 x 1 bedroom, 2 x 2 bedroom	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	10403.18	6127.06	22112.88	17003.6	8398.22	12295.26	12686.86	8613.66	40718.56	16906.22	5215.73	39016.11	32166.61	14257.28
86	DC/14/2528/PN3	Redcap Farm Hinton Road Hinton Blythburgh Suffolk IP17 3RG	To create one 2 bedroom dwelling and one 3 bedroom dwelling with joint access to lane shared with Redcap Farm.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	7545.4	3520.16	19513.47	14157.15	5760.99	9284.9	9706.16	5756.97	37989.45	13882.53	2677.61	37237.23	29984.16	11504.72
87	DC/14/0477/FUL	Westwood Lodge Road Blythburgh Suffolk IP19 9NB	Retention of converted curtilage listed outbuilding for use as 2 no. 1 bed holiday lets	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	7657.64	6023.46	21639.93	15955.32	8099.15	10006.74	10982.44	7748.08	39860.4	14901.29	5296.83	39864.24	32425.22	13518.63
88	DC/18/2012/SCO	Park Farm London Road Thorington Suffolk	Environmental Impact Assessment Scoping Opinion request for additional poultry houses and ancillary structures	EIA Required	Tier 1	Yes. Scoped in for Geology & Land and Soils & Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Geology & Land (due to proximity to Darsham (<100m)) and Soils & Agriculture.	n/a	Yes	Yes	Future baseline / cumulative	7845.3	2269.12	18269.56	13168.28	4537.55	9097.96	9011.5	4823.96	36858.55	13404.6	1358.17	35667.59	28523.84	10399.56

Other Development Details						Stage 1		Stage 2				Stage 3	Distance to final red lines (18/02/2020)												
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
89	DC/14/0420/OUT	Land Between Station Garage And Railway Cottage Main Road Darsham Suffolk	Erection of 82 bedroom hotel, car parking and associated works	Approved	Tier 1	Yes. Scoped in for Amenity and Recreation, Ecology, Landscape and Visual, Noise and Vibration, Flood Risk, Surface Water, Soils & Agriculture, Historic Environment, Traffic, Air Quality and Ground Water	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity and Recreation, Ecology, Landscape and Visual, Noise and Vibration, Flood Risk, Surface Water, Soils & Agriculture, Historic Environment, Traffic (over threshold for explicit inclusion for a TA (7SHH), but not included explicitly in strategic modelling Reference Case because not specified by SCC), Air Quality and Ground Water.	n/a	Yes	Yes	Future baseline / cumulative	6340.69	29.15	14950.2	9818.42	1186.09	6758.94	5900.91	1687.79	33500.57	10427.74	1590.27	32930.9	25465.4	7033.67
90	DC/13/2933/OUT	Land To The Rear Of 1 And 2 Chapel Cottages Adjoining The Street Darsham Suffolk	Erection of new village hall, creation of village green, erection of 20 houses including 6 affordable homes, access and private roads	Approved	Tier 1	Yes. Amenity & Recreation, Landscape & Visual, Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual, Soils & Agriculture.	n/a	Yes	Yes	Future baseline	5916.82	592.43	15595.37	10293	1898.55	6574.94	6120.08	1913.26	34075.85	10567.34	1220.93	33740.85	26224.91	7588.25
91	DC/13/3010/FUL	Amberley Dunwich Road Blythburgh Suffolk IP19 9LT	Demolition of "Amberley" and erection of 9 houses (2 affordable) new vehicular access and associated external works.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	9019.38	5855.8	21856.05	16447.17	8104.73	11138.88	11885.51	8068.06	40308.24	15896.14	4990.99	39437.39	32290.05	13831.62
92	DC/14/2069/FUL	Land Off St Michaels Way Wenhaston With Mells Hamlet Suffolk	Residential development of site to provide 26 residential dwellings (including highway works to widen Narrow Way between St Michaels Way and the Street)	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	9797.7	4787.65	20681.73	15693.21	7029.77	11410.92	11528.34	7358.64	39320.89	15871.23	3883.49	37518.13	30664.81	12900.59
93	DC/18/4313/FUL	Glen House Blackheath Road Wenhaston With Mells Hamlet Suffolk IP19 9HD	Proposed Residential Development Comprising of 4 new Dwellings - Land off Blackheath Road, Wenhaston	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	9402.52	4308.88	20223.55	15214.46	6555.37	10962.38	11049.59	6877.65	38854.42	15401.46	3403.65	37164.79	30257.03	12425.96
94	DC/18/3899/FUL	Part Of Former Nursery Blackheath Road Wenhaston With Mells Hamlet Suffolk	Proposed Residential Development Comprising of 6 new Dwellings - Land off Blackheath Road, Wenhaston	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	9414.12	4365.01	20287.93	15270.26	6614.51	10990.87	11095.29	6928.41	38916.48	15440	3458.56	37237.29	30327.69	12484.79
95	DC/18/2995/FUL	Blyth River Gravel Pit Heath Road Wenhaston With Mells Hamlet Suffolk IP19 9BZ	Full planning for change of use of the site to provide holiday lodge accommodation and associated leisure activities.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	11734.33	5868.94	21013.12	16504.82	7868.58	13055.82	12739.99	8496.01	39730.28	17224.56	5080.42	36832.74	30403.1	13608.99
96	DC/17/0181/FUL	Glen House Blackheath Road Wenhaston With Mells Hamlet Suffolk IP19 9HD	Proposed erection of two new dwellings, three detached garages and two new accesses to public highway	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	9400.17	4309.35	20224.87	15214.92	6556.13	10960.91	11049.24	6877.68	38855.48	15400.62	3404.01	37167.64	30259.28	12426.7
97	DC/16/2791/FUL	Blackheath Common Blackheath Road Wenhaston With Mells Hamlet Suffolk	Change of use of 6 no. touring caravan places with hook-up to 6 no. fixed glamping pods to match those on site in every respect.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	15192.66	22075.8	13947.65	12763.52	20986.41	15372.19	15192.6	17347.46	19256.41	11484.09	23586.74	31705.9	22530.99	16163.28
98	DC/15/4394/FUL	Old Hall Farm Bartholomews Lane Wenhaston With Mells Hamlet Halesworth Suffolk	Retention of works to existing building and conversion of granary building 'A' to a live work unit in association with approved art/pottery workshops and holiday let unit in permissions C/12/2384 & C/09/1078.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	9555.91	3697.97	19320.31	14513.49	5824.39	10813.01	10572.25	6332.86	37997.05	15024.4	2864.7	36004.97	29179.16	11665.53
99	DC/15/1773/FUL	Furrows Bramfield Road Wenhaston With Mells Hamlet Suffolk IP19 9EA	Change of use from office to residential to regularise residential use	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	10248.29	4928.98	20674.51	15809.59	7121.96	11766.8	11752.49	7542.48	39345.04	16149.12	4046.81	37263.19	30512.08	12982.39
100	DC/15/1034/FUL	Heathside Farm Blackheath Road Wenhaston With Mells Hamlet Suffolk IP19 9DH	Change of use of existing yard and warehouse. Demolition of existing structures and hardstanding. Erection of two detached houses. Siting of 7 no 2 person lodges. Siting of 1 no glamping pod. Erection of machinery store. Associated landscaping	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	9471.76	3923.15	19699.01	14802.31	6115.63	10859.6	10760.65	6541.82	38357.91	15175.34	3046.61	36496.37	29634.83	11978.62
101	DC/17/1679/PN3	Land Adjacent Hill Farm Thorington Road Bramfield Suffolk IP19 9JD	Conversion of redundant farm building to two family dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	9491.28	3049.39	18252.16	13611.07	4971.7	10443.3	9881.27	5654.35	36950.97	14401.67	2422.33	34815.51	28007.13	10724.38
102	DC/16/4666/PN3	Land Adjacent To Hill Farm Thorington Road Bramfield Suffolk IP19 9JD	Notification for prior approval for a proposed change of use of agricultural building to a dwellinghouse - to convert the existing building into three family dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	9471	3034.65	18245.78	13599.77	4958.56	10424.54	9866.28	5638.36	36943.93	14385.59	2402.83	34819.21	28006.66	10713.88
103	DC/15/0162/FUL	Bunkers Hill Farm Bunkers Hill Bramfield Suffolk IP19 9AF	Alterations to form 2 holiday lets and erection of a cartlodge garage	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	9635.44	2536.26	16643.59	12335.12	4035.15	10163.35	8890.47	5034.91	35362.21	13621.88	2738.41	32963.79	26194.55	9403.13
104	DC/18/1394/FUL	Beaubelle, Part Side Garden Westleton Road Yoxford IP17 3LD	Construction of 2no. new two storey private residential dwellings with upgraded vehicular access, parking & turning area.	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual,.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions (due to proximity to Yoxford), Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Future baseline	6306.08	627.5	14092.35	9002.02	328.27	6459.67	5227.77	1275.42	32648.38	9812.24	2440.15	32166.55	24640.23	6192.43
105	DC/18/0788/FUL	Cherry Lodge Little Street Yoxford IP17 3HP	Erection of 2 No. dwellinghouses and detached cartlodges with associated highways access, parking & landscaping.	Approved	Tier 1	Yes. Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions (due to proximity to Yoxford (<100m)), Amenity & Recreation and Landscape & Visual - part of future baseline for Yoxford Roundabout.	n/a	Yes	Yes	Baseline	7406.62	1434.5	13751.64	9057.65	1027.08	7414.55	5565.08	2055.56	32411.24	10360.48	2925.6	31337.78	23988.21	6148.28
106	DC/16/2077/OUT	Cavan Cottage High Street Yoxford Saxmundham Suffolk IP17 3EU	New additional detached 3 Bed dwelling within the curtilage of Cavan Cottage	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual, Flood risk.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions (due to proximity to Yoxford), Amenity & Recreation, Landscape &Visual and Flood risk.	n/a	Yes	Yes	Future baseline	6503.04	1222.55	13498.71	8494.68	79.49	6463.22	4868.04	1177.29	32076.3	9521.66	3022.28	31567.94	24026.21	5649.57
107	DC/15/4266/FUL	Cherry Lodge Little Street Yoxford Suffolk IP17 3HP	Erection of 2 new dwellings, together with garages and new access (re-submission of DC/15/1432/FUL).	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions, Amenity & Recreation and Landscape &Visual.	n/a	Yes	Yes	Future baseline	7411.86	1479.35	13689.32	9001.58	1016.92	7402.48	5514.75	2025.67	32349.45	10320.88	2985.8	31281.42	23927.44	6090.74
108	DC/15/2846/OUT	Beaubelle Westleton Road Yoxford Saxmundham Suffolk IP17 3LD	Erection of a pair of detached dwellings and formation of vehicular access	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions (due to proximity to Yoxford), Amenity & Recreation and Landscape & Visual .	n/a	Yes	Yes	Future baseline	6294.66	681.8	14039.13	8947.4	275.15	6431.82	5179.09	1251.76	32593.99	9765.8	2494.5	32125.32	24592.77	6137.64
109	DC/15/0507/FUL	The Coal Yard House High Street Yoxford Suffolk IP17 3EP	Extensions and alterations to existing single dwelling (formerly two dwellings) to create two dwellings.	Approved	Tier 1	Yes. Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions (due to proximity to Yoxford (<100m)), Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Baseline	7197.15	1318.69	13702.33	8935.56	811.77	7199.25	5414.64	1855.2	32346.26	10175.51	2906.95	31400.84	24007.29	6037.5

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
110	DC/14/3937/FUL	The Scaffold Yard Middleton Road Yoxford Suffolk	Demolition of existing derelict building and erection of 4 dwellings with associated landscaping work.	Approved	Tier 1	Yes. Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual, Flood Risk, Surface Water.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual, Flood Risk and Surface Water.	n/a	Yes	Yes	Baseline	5966.58	1172.29	13632.21	8445.16	61.81	5978.77	4633.49	882.69	32145.21	9222.38	2959.23	31928.93	24301.86	5666.68
111	DC/16/2807/FUL	Mill House Halesworth Road Chediston Suffolk IP19 0AE	Change of use of meadow land to site three 'Grande Roulotte' caravans to be used as holiday accommodation.	Approved	Tier 1	Yes. Soils & Agriculture.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	16132.17	9024.28	19989.05	17249.02	10215.07	16559.46	14369.53	11036.8	38296.4	19449.79	9134.93	32501.54	27289.93	14347.28
112	DC/16/2838/FUL	Dunnetts Farm Heveningham Road Huntingfield Suffolk IP19 0DB	Change of use of residential annexe to holiday let unit and comprising conversion of cartlodge and undercroft structures to provide additional habitable accommodation at Dunnetts Farm, Heveningham Road, Huntingfield, Suffolk, IP19 0DB.	Approved	Tier 1	Yes. Soils & Agriculture.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	15916.31	9277.64	16012.12	14307.75	9498.49	15558.62	12288.01	9524.59	33909.54	17418.76	9941.63	27815.61	22576.76	11766.84
113	DC/18/2965/FUL	The Firs Manse Lane Cratfield IP19 0QD	Change of use of a residential annex to 2no. holiday lets	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	17576.58	10846.71	17217.41	15847.44	11164.96	17250.03	13954.35	11215.99	34782.08	19073.13	11443.84	27744.43	23029.99	13387.32
114	DC/18/0549/FUL	The Croft Ubbeston Green Ubbeston Suffolk IP19 0HB	To extend The Croft Campsite boundary to include the field east of the campsite and increase the number of pitches from 30 to 45	Approved	Tier 1	Yes. Soils & Agriculture.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	14670.45	8751.18	13703.11	12165.68	8452.05	14041.41	10491.89	8106.34	31676.02	15542.34	9617.3	26332.69	20621.74	9791.79
115	DC/17/0849/FUL	Green Valley Farm Ubbeston Green Ubbeston Suffolk IP19 0HB	Change of use of disused agricultural workshop to create 3No. self contained holiday lets.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	14991.45	9168.42	13581.48	12236.11	8818.04	14312.35	10701.75	8413.66	31447.12	15716.9	10043.41	25918.7	20282.42	9944.22
116	DC/14/2218/PN3	Ubbeston Lodge Low Road Ubbeston Suffolk IP19 0EY	Change of use of an Agricultural building to 2 Dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	15204.59	8856.4	14911.44	13240.38	8848.97	14731.81	11343.69	8720.32	32868.11	16449.87	9622.35	27171.9	21689.37	10755.03
117	DC/18/1027/FUL	Home Farm Halesworth Road Heveningham Suffolk IP19 0EL	Alterations to convert existing single dwelling into 4No smaller dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	12603.47	5877.15	15186.53	12340.22	6224.58	12517.76	9651.69	6526.79	33693.26	14799.1	6571.15	29538.92	23398.21	9472.62
118	DC/17/5386/FUL	The Apple Barn Dales Farm Heveningham Long Lane Heveningham Suffolk IP19 0EG	Demolition of existing dwelling. Erection of new 3-bedroom replacement single-storey dwelling with detached double cartlodge, new boundary fencing and alterations to existing driveway.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	13569.48	7371.47	14029.26	11886.89	7233.68	13101.15	9773.77	7083.94	32302.24	14904.51	8212.44	27604.99	21633.16	9271.13
119	DC/17/4477/FUL	Willow Farm Halesworth Road Heveningham Suffolk IP19 0EJ	Change of use of former agricultural building and land to a mixed use residential/leisure/tourism in connection with development comprising: Use of the existing buildings as a residential dwelling with occasional use of main principle barn for public gatherings and conferences D1/D2 use; refurbishment and conversion of existing eastern building to create a site kitchen, disabled WC and store; erection of 4 No. holiday cabins; Lower ground service block for thermal buffer tank for biomass heating system, bin, cycle store and parking area	Approved	Tier 1	Yes. Soils & Agriculture.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	13319.59	6720.31	14942.36	12447.31	6905.44	13063.75	9997.57	7032.95	33327.67	15154.7	7454.94	28764.75	22783.87	9675.67
120	DC/14/1347/PN3	Gothic Farm Halesworth Road Heveningham Suffolk IP19 0EH	Conversion of Agricultural building to form 3 dwellings.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	13713.11	7133.35	14985.96	12640.71	7294.85	13413.81	10287.84	7378.77	33302.96	15442.59	7866.52	28510.11	22629.82	9916.09
121	DC/17/4100/FUL	Kayleys Yard Pouy Street Sibton Suffolk	Erection of 3 dwellings. Existing 3 derelict dwellings to be demolished.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	10364.02	4660.84	12764.28	9479.33	4111.38	9914.08	6800.36	3881.98	31435.34	11956.81	5726.18	28729.97	21902.18	6593.08
122	DC/19/0145/FUL	Hubbards Barn Hubbards Hill Peasenhall Saxmundham Suffolk IP17 2LA	Change of use from business to holiday accommodation.	Approved	Tier 1	Yes. Soils & Agriculture	No	No	n/a	n/a	No	No	n/a	11374.3	5590.83	12920.42	10079.91	5118.46	10882.09	7635.47	4864.49	31500.41	12787.88	6551.28	28180.42	21591.3	7278.59
123	DC/18/1551/FUL	Land Opposite Oak View The Causeway Peasenhall Suffolk IP17 2LH	Construction of 3 detached single storey houses with garages.	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Future baseline	10344.87	4978.53	12111.23	8959.75	4279.58	9752.02	6447.04	3776.97	30776.49	11599.05	6178.85	28166.86	21269.67	6114.51
124	DC/16/3514/FUL	Land Adjacent Bridge Cottage The Causeway Peasenhall IP17 2HU	Erection of 6 dwellings. Provision of public open space and allotments.	Approved	Tier 1	Yes. Scoped in for Soils & Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Future baseline / cumulative	10147.05	4783.53	12130.81	8875.08	4076.01	9570.06	6302.4	3584.04	30809.98	11457.63	6004.74	28315.23	21377.79	6010.87
125	DC/15/3267/FUL	Land Opposite Lavender Cottage Springwood Drive Peasenhall Suffolk	Construction of two detached houses with garages on Plots A and B off Springwood Drive	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Future baseline	10724.57	5307.33	12176.86	9198.15	4640.97	10122.84	6777.95	4155.57	30810.86	11923.68	6452.44	27965.5	21157.71	6390.46
126	DC/15/2706/OUT	Land Adjacent Trust Farmhouse Mill Road Peasenhall Suffolk	Erection 4 no. dwellings	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Future baseline	11107.26	5743.59	12047.42	9272.61	5068.59	10454.74	7021.11	4525.36	30639.3	12148.71	6877.16	27585.6	20847.53	6543.56
127	DC/14/3198/FUL	Saunders Plumbing And Heating Ltd Mill Road Peasenhall Suffolk IP17 2LW	Demolition of existing redundant builders yard buildings and bungalow and erection of 3 new private dwellings and associated works	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	11211.66	5792.76	12158.65	9409.33	5142.22	10575.19	7155.11	4634.28	30740.26	12284.53	6897.17	27607.97	20905.54	6682.03
128	DC/16/1848/FUL	Carlton Park Industrial Estate Ronald Lane Kelsale Cum Carlton Suffolk	Provision of 34 additional car parking spaces	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions, Amenity & Recreation and Landscape & Visual .	n/a	Yes	Yes	Future baseline	5839.79	5915.13	9278.66	3700.03	4732.45	4482.64	394.51	2920.06	27505.34	5470.41	7696.16	28829.91	20588.72	1185.48
129	DC/16/0424/FUL	Boundary Farm East Green Road Kelsale Cum Carlton Suffolk	A change of use from agricultural land to camping site. The proposed application is for 6 tents as holiday accommodation as part of farm diversification and viability.	Approved	Tier 1	Yes. Geology and Ground Conditions , Soils & Agriculture.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions and Soils & Agriculture.	n/a	Yes	Yes	Baseline	4294.09	3744.71	12019	6265.1	2668.07	3704.3	2009.25	1365.68	30164.69	6574.86	5358.39	31335.93	23249.99	3895.72
130	DC/15/2683/OUT	Land Adjacent To Kelvin Rosemary Lane Kelsale Cum Carlton Saxmundham Suffolk IP17 2QT	Outline planning application for two further dwellings	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	future baseline	6170.14	5244.1	9679.46	4406.59	4056.85	4931.57	1120.37	2139	28071.66	6276.61	7046.82	28878.06	20788.6	1584.11
131	DC/15/1552/CLE	Carlton Meres Country Park Carlton Lane Kelsale Cum Carlton Suffolk IP17 2QP	Use of land as a caravan site with ancillary facilities, access, utilities and landscaping. The use in Zone 6 is subject to the conditions in Planning Permission Ref. C/01/1154.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	8053.54	5985.04	8767.02	4670.11	4770.41	6787.68	2755.18	2736.54	27427.56	7606.06	7772.18	27250.11	19385.73	1862.6
132	DC/14/0916/FUL	Part Land At Mill Farm Rosemary Lane Kelsale Cum Carlton Suffolk	Use of existing Caravan and camping club site for 7 further touring caravans.	Approved	Tier 1	Yes. Geology and Ground Conditions , Soils & Agriculture.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions and Soils & Agriculture.	n/a	Yes	Yes	Baseline	6545.75	5510.74	9329.05	4225.75	4312.29	5273.42	1303.77	2320.26	27775.7	6395.12	7321.03	28464.62	20389.61	1316.07

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
133	DC/18/3706/FUL	1-2 Curlew Cottages Curlew Green Kelsale Cum Carlton Suffolk IP17 2RA	Demolition of existing derelict two cottages and erection of 2 three bedroom cottages	Withdrawn	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	6509.34	4941.65	9853.08	4803.06	3740.54	5332.9	1634.7	1738.99	28337.56	6791.5	6753.45	28806.56	20816.14	1896.79
134	DC/18/2907/OUT	Land South Of Carlton Road Kelsale IP17 2NP	Erection of 2 no. single-storey detached dwellings with garages.	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual, Soils & Agriculture.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual and Soils & Agriculture.	n/a	Yes	Yes	future baseline	6261.53	5719.18	9244.33	3934.42	4532.6	4946.91	908.45	2606.13	27604.46	5980.29	7520.8	28574.85	20422.11	1121.33
135	DC/18/2794/EIA	Saxmundham To Peasenhall Water Mains Installation Suffolk	Installation of approximately 7.7 kilometres of 250mm diameter pipeline between Lodgewood Water Tower in Peasenhall and Saxmundham Water Tower.	EIA not required (08/08/2018)	Tier 2	Yes. Scoped in for Soils & Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils and Agriculture.	n/a	Yes	Yes	Future baseline / cumulative	8769.46	5169.82	9987.66	6299.51	4034.11	7724.05	3987.38	2366.51	28705.14	9066.59	6849.86	27579.73	20065.78	3455.89
136	DC/18/2621/FUL	Land Off Main Road Kelsale Cum Carlton Suffolk	Erection of 44no. new dwellings with associated new access road.	Approved	Tier 1	Yes. Scoped in for Amenity & Recreation, Ecology, Landscape & Visual and Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Ecology, Landscape & Visual and Soils & Agriculture.	n/a	Yes	Yes	Future baseline / cumulative	6007.85	5287.88	9702.74	4339.11	4107.73	4758.14	955.14	2229.69	28054.72	6112.23	7084.08	28978.32	20859.13	1578.23
137	DC/18/1460/FUL	Alderlee Main Road Kelsale Cum Carlton Suffolk IP17 2NS	Erection of 10 Dwellings at land adjacent to 'Alderlee'. Main Road, Kelsale	Refused	Tier 1	Yes - within wider ZoI	No	Yes	No	n/a	No	No	n/a	5943.68	5410.89	9626.54	4208.92	4229.47	4671.12	807.26	2373.71	27949.95	5964.41	7203.11	28967.03	20820	1491.62
138	DC/18/0534/FUL	Caravan And Camping Site Mill Farm Rosemary Lane Kelsale Cum Carlton Suffolk	Use of existing caravan & camping club site to extend the 4/5 month tenting season with up to 5 static caravans. I have regular guests that camp in tents during the height of summer and they would like to holiday in spring/autumn. Therefore, I would own and manage bookings of these static caravans.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	6749.32	5604.59	9194.05	4202.66	4402.35	5469.99	1468.07	2379.08	27673.15	6512.2	7416.81	28271.81	20214.5	1267.15
139	DC/17/4531/PN3	Barn At East Green Farm East Green Road Kelsale Cum Carlton Suffolk IP17 2PH	Conversion of southern two thirds of the building to form 3 dwellings.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	4383.21	4444.76	11343.1	5521.18	3327.01	3413.63	1325.07	2076.06	29425.25	5939.94	6095.29	30833.47	22658.99	3260.55
140	DC/17/2063/FUL	1 Church Close Kelsale Cum Carlton Saxmundham Suffolk IP17 2PA	Erection of new 3 bedroomed private residential property for a registered disabled person, on land severed from 1 Church Close. Alternative proposal to approval DC/15/3378/FUL	Approved	Tier 1	Yes. Geology and Ground Conditions , Amenity & Recreation, Landscape & Visual	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Baseline	5920.63	5001.02	9982.48	4621.13	3820.26	4722.71	1138.68	1969.35	28344.17	6269.81	6795.76	29196.72	21109.04	1865.06
141	DC/16/2934/FUL	Carlton Park Industrial Estate Ronald Lane Kelsale Cum Carlton Suffolk	Use of land for siting of 20 no. containers for use as self storage.	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual, Soils & Agriculture.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual and Soils & Agriculture.	n/a	Yes	Yes	future baseline	6022.19	5411.46	9593.38	4215.09	4231.12	4751.14	870.81	2351.18	27934.83	6025.83	7207.11	28905.56	20769.03	1463.47
142	DC/16/0506/FUL	Bakery Back Of Market Place Saxmundham Suffolk IP17 1AH	Demolition of existing buildings and erection of four new dwellings and associated parking	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	future baseline	5911.18	6789.96	8649.08	2844.28	5607.93	4440.86	436.59	3817.54	26714.64	4774.57	8559.38	28497.67	20116.48	969
143	DC/18/0702/FUL	Part Land East Of Northern End Beech Road Saxmundham Suffolk	Residential development of 59 residential dwellings and associated landscaping and public open space, together with a new vehicular access from existing development and associated highway infrastructure	Approved	Tier 1	Yes. Scoped in for Amenity & Recreation, Ecology, Landscape & Visual, Surface Water, Soils & Agriculture and Socio-Economics	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Ecology, Landscape & Visual, Surface Water, Soils & Agriculture and Socio-Economics.	n/a	Yes	Yes	future baseline / cumulative	5525.44	6416.51	9117.74	3265.84	5237.69	4088.05	153.44	3523.92	27157.31	4793.08	8170.13	28935.56	20576.31	1347.49
144	DC/17/4973/FUL	Back Of Market Place Saxmundham IP17 1AG	Erection of two semi detached dwellings on land to the rear of Market Place, Saxmundham	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	future baseline	5870.26	6740.62	8703.92	2896.77	5558.76	4404.02	382.15	3775.49	26769.17	4782.99	8508.77	28545.69	20168.5	1007
145	DC/17/2200/FUL	Bakery Back Of Market Place Saxmundham Suffolk IP17 1AH	Re-design of permission DC/16/0506/FUL comprising demolition of existing buildings and erection of six new dwellings and associated parking	Approved	Tier 1	Yes. Geology and Ground Conditions , Amenity & Recreation, Landscape & Visual	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Baseline	5909.46	6803.96	8641.84	2831.44	5621.97	4437.57	448.04	3832.85	26703.28	4760.64	8572.99	28496.05	20112.24	972.38
146	DC/17/1366/FUL	30 High Street Saxmundham Suffolk IP17 1AB	Subdivision of residential unit above and behind shop to provide 3 flats in place of 2	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	future baseline	5801.57	6773.64	8727.57	2878.85	5592.5	4329.44	400.91	3827.5	26763	4694.96	8537.1	28599.96	20209.57	1080.46
147	DC/16/3673/FUL	Wingfield House Market Place Saxmundham Suffolk IP17 1AG	Repair of existing listed structures (Wingfield House) demolition of disused public toilets and out building erect pair 3 storey dwellings. Provision of off road parking.	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions, Amenity & Recreation and Landscape &Visual.	n/a	Yes	Yes	future baseline	5871.72	6808.69	8662.7	2833.29	5627.01	4398.06	443.17	3847.23	26711.02	4723.63	8575.48	28528.98	20140.15	1012.27
148	DC/16/1504/FUL	44 Albion Street Saxmundham Suffolk IP17 1BL	Conversion of a three bedroomed house back into 2 No. 2 bedroomed dwellings.	Approved	Tier 1	Yes. Geology and Ground Conditions , Amenity & Recreation, Landscape & Visual	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Baseline	6195.41	6978.89	8363.51	2636.38	5796.21	4715.27	695.1	3949.68	26471.19	4865.77	8759.21	28201.36	19819.67	705.64
149	DC/15/3197/FUL	Land Off South Entrance Saxmundham Suffolk IP17 1DQ	Phased erection of five separate dwellings with private parking and rear gardens along with the creation of a new garage to number 12 South Entrance, following demolition of wall between number 12 and 14 South Entrance to create site entrance	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	5975.31	7046.63	8460.29	2595.9	5864.82	4481.46	680.76	4074.79	26478.67	4602.17	8813.98	28387.34	19968.26	969.5
150	DC/15/2610/FUL	10 Henley Close Saxmundham Suffolk IP17 1EY	Erection of 2 no. two storey link detached dwelling with garages	Approved	Tier 1	Yes. Geology and Ground Conditions , Amenity & Recreation, Landscape & Visual	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Baseline	6316.98	6647.07	8512.15	2978.18	5465.72	4877.26	638.1	3569.29	26734.5	5265.91	8438.81	28180.33	19873.78	557.6
151	DC/14/1424/FUL	White Hart Hotel 18 High Street Saxmundham Suffolk IP17 1DD	Partial demolition of later rear extensions, internal alterations, extensions to the rear and general refurbishment to create a 104 cover restaurant and kiosk shop (in outbuilding)	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Future baseline	5807.28	6858.94	8674.41	2800.46	5678.06	4326.28	485.54	3916.4	26689.7	4623.19	8620.83	28576.72	20172.24	1089.13
152	DC/14/0507/FUL	32 High Street Saxmundham Suffolk IP17 1AB	Erection of replacement building to provide two ground floor shop units with two first floor apartments above (existing vacant former shop building to be demolished) Previous consents refs C10/2793 and C10/2794	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	5785.83	6760.02	8745.54	2894.52	5579	4314.69	386.8	3817.04	26779.59	4693.88	8522.83	28617.19	20227.44	1095.16
153	DC/14/0169/DRC	48 St Johns Road Saxmundham IP17 1BD	Demolish existing dwelling. Sub-divide plot to create two residential curtilages including erection of two new dwellings together with associated accesses, carport, detached garage and shed.	Approved	Tier 1	Yes. Amenity & Recreation, Landscape & Visual	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Baseline	6309.4	6848.63	8380.45	2769.69	5666.57	4846.83	690.14	3785.17	26556.21	5086.93	8636.64	28131.26	19787.29	565.99
154	DC/18/2358/FUL	White Horse Inn Low Street Badingham IP13 8JR	Use of land for stationing of 2 no. shepherd's huts to be used as holiday accommodation.	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	14209.63	9925.97	9777.16	9018.79	9035.24	13009.08	8934.23	7792.22	27579.52	13467.12	11230.53	23202.25	16803.19	7767.68
155	DC/16/2997/FUL	The Barn Mill Road Badingham Suffolk	Proposed residential development of 10 properties and associated works	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	14199.7	9552.01	10574.4	9631.92	8734.34	13098.2	9131.42	7658.9	28431.77	13799.77	10763.16	23847.71	17597.97	8034.52
156	DC/16/2665/FUL	Land And Buildings At The Moat Farm Framlingham Road Badingham Woodbridge Suffolk IP13 9JB	One house and two holiday lets.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	14582.24	11451.74	7568.76	7603.85	10411.72	13219.69	8968.72	8808.03	25068.63	12917.32	12950.54	21274.46	14431.91	7656.35
157	DC/16/0278/COU	Mindys Bar Low Street Badingham Suffolk IP13 8JX	Change of Use from Garage to a A1 Shop as a Community Shop. Parking at Church car park if required.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	14589.55	10028.87	10425.3	9673.94	9197.07	13441.39	9424.32	8077.1	28134.27	14027.46	11252.15	23364.2	17174.88	8292.41

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
158	DC/15/2423/PN3	Fisks Farm Framlingham Road Badingham Suffolk IP13 8JN	Proposed conversion of outbuildings to form 3 dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	14620.56	11143.37	8245.73	8093.64	10143.37	13297.83	9072.71	8634.02	25767.32	13202.22	12587.18	21665.55	15007.69	7789.2
159	DC/16/4277/COU	Rendham Hall Rendham Hall Farm Lane Rendham Suffolk IP17 2AW	Change of use of farm/meadowland to include 15 No. camping pitches (including composting toilet shed) with associated car parking and use of farm building to provide shower block, toilets and site office including external alterations	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	9373.74	6537.69	8624.98	5444.24	5372.16	8128.96	4075.83	3526.09	27343.98	8829.65	8244.12	26306.74	18686.15	3029.58
160	DC/16/3301/FUL	Meadows Farm Bridge Street Rendham Suffolk IP17 2AZ	Proposal to open barn unit and convert to a studio / gallery space to be open to the public for 5 days a week, 9am - 5pm, with an occasional open evening proposed for Friday nights, 6pm - 9pm. Additional 3 car park spaces offered.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	9522.53	7647.96	7300.26	4347.31	6447.85	8149.25	3902.16	4463.2	26019	8225.86	9403.29	25488.67	17637	2613.49
161	DC/15/3028/FUL	Church Farm Bridge Street Rendham Suffolk IP17 2AZ	Conversion and change of use of existing outbuildings to form annexed living accommodation and Village Cafe/Shop.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	9513.94	7638	7308.7	4347.93	6437.82	8141.16	3894.44	4452.98	26027.37	8221.71	9393.49	25498.88	17647.24	2606.64
162	DC/18/4785/FUL	Lodge Farm Laxfield Road Dennington IP13 8AR	Conversion of existing dairy barn into new nursery school within curtilage of existing steel/timber framed barn with outdoor play area and parking for staff and visitors	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	16865.13	12560.24	10534.69	10726.63	11712	15621.22	11469.49	10502.71	27165.66	15783.03	13778.3	21059	15423.68	10237.73
163	DC/18/3222/FUL	Grange Farm Laxfield Road Dennington Suffolk IP13 8BT	Conversion of outbuildings and stables to three holiday lets & associated studio	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	18098.06	12628.66	13971.61	13687.97	12140.06	17186.61	13320.63	11482.97	30649.86	18056.3	13516.3	23219.72	18517.53	12280.64
164	DC/16/1454/FUL	Wash Farm Badingham Road (a1120) Dennington Woodbridge Suffolk IP13 8JJ	Conversion of redundant stable block into two holiday lets including associated exterior alterations.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	15658.89	11518.12	9783.25	9668.24	10626.73	14408.37	10254.61	9346.29	26951.3	14593.33	12806.39	21738.63	15659.06	9025.42
165	DC/14/0655/OUT	Os 2915 The Street Dennington Suffolk	The erection of two new dwellings with garage accommodation and a new combined improved access for Little Wish and the two new dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	16546.92	12471.32	9931.22	10173.24	11581.1	15273.89	11090.21	10286.81	26633.59	15321.47	13749.54	20880.05	15028.7	9836.65
166	DC/18/1435/FUL	Brookfields Aldecar Lane Benhall Suffolk IP17 1HN	Demolition of existing bungalow and erection of two pairs of Semi-Detached dwellings. Formation of parking area and alterations to existing vehicular access.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	6586.78	8912.29	7314.16	1097.49	7733.96	5038.61	2548.91	5973.99	24839.85	3509.01	10658.93	27793.43	19098.95	2315.04
167	DC/18/0842/FUL	Part Land And Buildings At Benhall Place Low Street Benhall IP17 1JF	Conversion of existing former agricultural buildings into two dwellings with an ancillary annex to Plot 1(The stables) and associated parking and garden areas.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	9308.49	9772.39	5065.27	1443.7	8561.47	7764.04	4020.24	6504.68	23505.88	6367.84	11584.88	24986.38	16492.54	2850.88
168	DC/15/5170/OUT	Land South Of Corner Cottages And Forge Close Main Road Benhall Saxmundham Suffolk	Outline Application - Erection of 9 residential units, with associated garages, parking, roads and access to main road	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline	6703.17	8614.58	7265.35	1101.41	7432.96	5151.14	2242.55	5618.51	24996.67	3925.84	10378.43	27616.49	18987.99	1871.71
169	DC/15/0259/FUL	Part Side Garden 2 Main Road Benhall Suffolk	Erection of one pair of semi-detached dwellings.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	6297.44	8159.95	7726.91	1592.91	6979.92	4747.79	1788.65	5206.29	25488.27	3891.96	9915.28	28001.76	19415.98	1634.02
170	DC/14/3286/CLE	Watering Farm Watering Lane Sternfield Suffolk IP17 1QS	Lawful development certificate for existing use: converted studio used as three holiday letting units	Approved	Tier 1	Yes. Surface Water	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Surface Water.	n/a	Yes	Yes	Baseline	6932.87	9819.78	6918.5	919.68	8643.85	5494.23	3469.25	6900.66	24079.13	3211.78	11555.84	27590.8	18772.56	3196.68
171	DC/14/0376/FUL	Red House Farm The Street Sternfield Suffolk IP17 1NG	Proposed additional use of barn (with approval for seasonal sale of Christmas decorations) for events including weddings, functions, conferences and exhibitions	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	4538.01	8054.61	9351.03	3153.39	6934.29	2999.04	2268.76	4736.43	26507.91	2494.72	9669.94	29849.31	21157.9	3178.96
172	DC/16/2442/FUL	Saxtead Business Centre Marlborough Road Saxtead Suffolk IP13 9RD	Erection of 9 buildings for use within B1, B2 and B8 use classes	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	19489.58	16228.86	9719.2	11434.89	15252.95	18087.39	13829.97	13742.75	23974.54	17372.34	17609.99	16869.95	11468.71	12494.88
173	DC/15/4571/OUT	Land At Walnut Cottage New Street Framlingham Suffolk	Development of Part of Garden to Provide 4 detached Dwellings with associated Access, Parking, Gardens and Landscaping.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	17179.47	14390.54	7591.31	9017.36	13343.41	15748.87	11501.03	11696.53	23345	14940.91	15885.82	18342.85	11824.67	10159.18
174	DC/15/2759/FUL	Land At Mount Pleasant Framlingham Suffolk	Development of 95 new dwelling units together with associated access, open space and landscaping (resubmission of DC/14/2276/FUL)	Approved	Tier 1	Yes. Scoped in for Soils & Agriculture and Traffic	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture and Traffic.	n/a	Yes	Yes	future baseline / cumulative	16726.04	14101.12	7090.27	8481.17	13034.21	15284.2	11043.65	11346.43	23125.58	14422.66	15627.38	18599.97	11853.16	9700.23
175	DC/15/2242/FUL	Land Adjoining Sunview Dennington Road Framlingham Suffolk	Erection of three new private residential properties and associated works.	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	16558.92	13742.59	7399.56	8566.96	12692.55	15137.25	10884.91	11044.08	23630.11	14407.17	15244.8	18980.88	12342.84	9544.94
176	DC/15/1949/FUL	Atlasfram Group Ltd New Road Framlingham Suffolk IP13 9AT	Erection of 16 dwellings following the demolition of existing office buildings (resubmission of previously withdrawn application DC14/2573).	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	16272.12	13712.79	6802.26	8059.4	12635.84	14828.72	10589.32	10928.63	23159.87	13975.19	15255.66	18982.03	12097.48	9245.74
177	DC/15/1090/FUL	The Woodyard Vyces Road Framlingham Suffolk IP13 9RJ	Erection of 5 new single storey dwellings with associated parking and gardens	Approved	Tier 1	Yes. Soils & Agriculture.	No	No	n/a	n/a	No	No	n/a	16627.39	14130.34	6807.02	8265.96	13051	15174.83	10943.51	11335.87	22871.88	14247.17	15675.41	18564.14	11698.42	9599.49
178	DC/15/0960/FUL	Os 9634 Brook Lane Framlingham Suffolk	Erection of 14 Almshouse dwellings and vehicular access	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	16525.02	14074.77	6679.3	8135.93	12990.49	15069.27	10841.16	11264.81	22808.54	14124.27	15627.61	18620.06	11699.09	9497.15
179	DC/14/4000/FUL	9 College Road Framlingham Suffolk IP13 9EJ	Reinstatement of 7, 9 and 11 College Road to three small houses	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	16258.28	13796.47	6609.22	7941.84	12710.86	14806.14	10574.4	10983.96	22948.78	13896	15352.26	18898.82	11939.57	9230.39
180	DC/14/2934/OUT	Land Adjoining Sunview Dennington Road Framlingham Suffolk	Outline planning permission for the erection of two new dwellings with all matters reserved other than access.	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	16559.97	13742.7	7401.78	8568.85	12692.76	15138.4	10886.01	11044.52	23631.91	14408.77	15244.75	18980.97	12343.84	9546.07
181	DC/14/2747/FUL	Development Land East Of Fairfield Road Framlingham Suffolk	Erection of 163 dwellinghouses with associated parking, access, highway works, landscape, open space, drainage and infrastructure including the resurfacing of two existing public rights of way.	Approved following appeal	Tier 1	Yes. Scoped in for Soils & Agriculture and Traffic	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture and Traffic.	n/a	Yes	Yes	future baseline / cumulative	15786.33	13658.95	5827.78	7227.36	12542.79	14311.89	10109.9	10746.66	22448.33	13255.74	15262.44	19085.08	11810.91	8768.45
182	DC/14/0942/FUL	73 College Road Framlingham Suffolk IP13 9EU	Demolition of existing dwelling and erection of new two bedroom, two storey, mid terrace dwelling.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	16433.77	13767.86	7063.06	8301.19	12702.14	14998.72	10753.39	11019.23	23333.92	14191.67	15293.55	18933.76	12158.86	9410.81
183	DC/18/5221/FUL	The Woodyard Vyces Road Framlingham IP13 9RJ	ERECTION OF TEN SINGLE-STOREY DWELLINGS AS AN ALTERNATIVE SCHEME TO THE EXISTING PERMISSION GRANTED UNDER DC/15/1090/FUL	Withdrawn	Tier 1	Yes. Soils & Agriculture.	No	Yes	No	n/a	No	No	n/a	16627.39	14130.34	6807.02	8265.96	13051	15174.83	10943.51	11335.87	22871.88	14247.17	15675.41	18564.14	11698.42	9599.49
184	DC/18/2445/FUL	Os 4700 Saxtead Road Framlingham Suffolk	Residential Development of 24 Dwellings, together with associated access roads, garaging and car parking. (Revised Proposals to those previously permitted under DC/16/4355/FUL)	Approved	Tier 1	Yes. Scoped in for Soils & Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline / cumulative	17071.71	14286.34	7538.62	8928.43	13237.9	15641.8	11393.55	11588.95	23373.95	14842.02	15783.97	18443.58	11897.34	10051.83

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
185	DC/17/5420/FUL	Former Foyer 59 - 61 College Road Framlingham IP13 9EU	Demolition of existing 'Foyer' building, and erection of 3no. 2 bedroomed properties for social rental, and associated works.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	16404.58	13867.01	6804.57	8136.71	12789.32	14957.83	10721.19	11079.45	23055.89	14077.29	15410.48	18827.68	11951.4	9377.38
186	DC/17/5366/FUL	Coppers Coles Green Framlingham Suffolk IP13 9LF	Division and extension of 5 bed bungalow to form one 2 bed bungalow and one 3 bed bungalow.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	15595.05	13616.98	5493.94	6928.43	12488.74	14111.54	9926.67	10664.38	22236.92	12989.15	15239.64	19170.71	11768.2	8588.36
187	DC/17/1853/OUT	Land On The West Side Of Station Terrace Framlingham Suffolk	Outline Application - Development of land for 4 dwelling houses	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	16114.63	13904.93	6080.91	7565.58	12797.67	14643.48	10435.92	11020.88	22463.11	13599.66	15493.81	18816.92	11647.12	9093.6
188	DC/16/5386/FUL	26 Fore Street Framlingham IP13 9DF	Demolition of existing buildings and replacement with eight new dwellings, a single B1(a) office, car parking and associated works.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	15774.68	13399.26	6300.65	7482.08	12302.09	14319.81	10090.81	10551.78	22978.14	13411.73	14974.1	19305.18	12204.92	8746.79
189	DC/16/4370/OUT	Newnham Business Park Saxtead Road Framlingham Suffolk	An outline planning application for the creation of an employment area for office, studio, workshop, light industrial and storage units comprising B1, B2, B8 use classes with all matters reserved excepting its construction of a new highway access ,service road , landscaping and construction of cycle links and the installation of drainage and service (Refer to Design and Access Statement).	Approved	Tier 1	Yes. Scoped in for Soils & Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Future baseline / cumulative	17348.85	14536.67	7710.66	9177.46	13493.34	15918.92	11670.73	11853.63	23343.56	15108.95	16025.66	18206.67	11747.92	10329
190	DC/16/2371/FUL	8 Victoria Mill Road Framlingham Suffolk IP13 9EG	Demolition of existing dwelling and replacement with four new dwellings, a single cart lodge, car parking and associated works.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	16149.21	13854.42	6253.95	7680.34	12754.08	14684.27	10467.54	10993.6	22631.15	13686.91	15432.69	18854.57	11753.29	9124.19
191	DC/16/2345/FUL	Police Station Badingham Road Framlingham Suffolk IP13 9HS	Demolition of existing structures and erection of 6 no. Almshouses.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	15550.19	13077.26	6436.52	7427.2	11986.06	14106.6	9867.24	10251.39	23289.13	13282.88	14644.1	19621.32	12553.5	8523.63
192	DC/16/2115/FUL	The White Horse 27 Well Close Square Framlingham Suffolk IP13 9DT	Change of use and conversion of Public House and outbuildings to provide 2 dwellings plus the erection of 3 new dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	16213.44	13760.55	6577.46	7897.82	12673.78	14760.95	10529.55	10944.54	22948.51	13850.3	15318.24	18935.21	11961.61	9185.53
193	DC/15/0899/PN3	Pound Farm Cransford Road Swefflinig Suffolk IP17 2BU	Proposed change of use of agricultural buildings to 2 no dwelling houses	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	10211.87	8034.73	7197.37	4831.36	6855.27	8846.27	4601.87	4935.51	25900.96	8877.44	9754.87	24928.14	17194.83	3312.15
194	DC/18/3561/FUL	Old School House Low Road Great Glemham Suffolk IP17 2DH	The proposed development consists of converting the existing building to two semi-detached dwellinghouses, with the necessary modifications brought to the existing building itself as well as the front and back gardens	Approved	Tier 1	Yes. Geology and Ground Conditions	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions (due to size of reservoir).	n/a	Yes	Yes	Baseline	10722.7	10265.6	4519.25	2503.86	9048.92	9200.11	5187.61	6997.31	23233.68	7997.03	12055.6	23628.68	15348.8	3936.27
195	DC/18/0322/FUL	Glemham Estate Reservoir Land North Of Hill Farm Road Farnham IP17 1LU	To construct an 80,000 cubic metre reservoir covering an area of approximately 3.5 hectares, with the reservoir basin water surface area being 2.48 hectares. The reservoir is to be situated north of Hill Farm Road, and located with in the site so that: the embankment toe is set back 25 m from public highway, the NW toe is 10 m distance from overhead power cables. The reservoir will be used to store and supply water to the in hand farming business for the irrigation of crops during the summer months.	Approved	Tier 1	Yes. Scoped in for Noise & Vibration, Soils & Agriculture, Historic Environment and Ground Water	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Noise & Vibration, Soils & Agriculture, Historic Environment and Ground Water.	n/a	Yes	Yes	future baseline / cumulative	8671.09	10927.79	5182.83	171.2	9745.67	7215.46	4601.98	7816.71	22589.86	4735.13	12713.55	25898.97	17042.33	3873.88
196	DC/17/1331/FUL	Pond Farm Hill Farm Road Farnham Suffolk	Full planning application for the conversion of three existing agricultural barns to form two dwellings	Approved	Tier 1	Yes. Amenity & Recreation/ Landscape &Visual	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape &Visual.	n/a	Yes	Yes	Future baseline	8869.26	11051.22	4984	57.8	9869.78	7409.96	4742.87	7922.82	22432.2	4924.72	12840.97	25702.23	16843.43	3977.33
197	DC/15/1100/FUL	Land South Of Glebe Cottage Surgery The Street Earl Soham Suffolk	Development of four detached houses and one pair of semi-detached houses (without affordable housing obligations) upon land to the south of Glebe Cottage Surgery	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	20816.07	17980.99	9796.91	12157.72	16964.9	19362.87	15132.27	15362.74	22512.99	18305.41	19417.06	14936.48	9641.94	13788.28
198	DC/14/3017/PN3	Oakhill Farmhouse Bedfield Road Earl Soham Suffolk IP13 7SL	Conversion of grain storage and farm machinery storage barns to two units of residential accommodation	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	20366.27	17112.61	10267.27	12179.63	16142.06	18956.85	14701.06	14637.12	23818.48	18177.7	18482.29	16078.56	11029.82	13363.76
199	DC/14/1625/FUL	Plot Of Land Adjoining Wilbury Low Road Earl Soham Suffolk	Erection of two new dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	21928.91	19065.78	10642.98	13188.16	18059.05	20472.21	16245.01	16471.13	22429.92	19367.34	20484.4	13957.05	9223.4	14900.98
200	DC/18/1506/FUL	Home Farm Wickham Market Road Easton Suffolk IP13 0ET	Conversion of 5no. agricultural buildings to form 7no. residential dwellings, including change of use of land, new car ports, landscaping and driveways	Approved	Tier 1	Yes. Amenity & Recreation/ Landscape &Visual	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape &Visual.	n/a	Yes	Yes	Future baseline	16519.39	16573.38	2309.61	6478.77	15363.87	14967.97	11369.91	13332.53	17623.93	12609.97	18340.08	17969.62	9165.63	10164.69
201	DC/17/2596/FUL	Home Farm Wickham Market Road Easton Suffolk IP13 0ET	Conversion of two agricultural barns to three dwellings	Approved	Tier 1	Yes. Amenity & Recreation/ Landscape &Visual	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape &Visual.	n/a	Yes	Yes	Future baseline	16516.49	16535.98	2362.6	6481.78	15327.14	14964.86	11352.86	13297.72	17689.66	12625.32	18301.01	17955.79	9171.2	10145.34
202	DC/17/1342/FUL	Home Farm Wickham Market Road Easton Suffolk IP13 0ET	Conversion of offices to form 2no. dwellings, as approved under DC/14/3863	Approved	Tier 1	Yes. Amenity & Recreation/ Landscape &Visual	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape &Visual.	n/a	Yes	Yes	Future baseline	16450.38	16482.61	2305.03	6414.75	15273.39	14898.79	11290.32	13242.88	17718.41	12557.64	18248.64	18023.47	9236.71	10083.58
203	DC/16/0422/FUL	Home Farm Wickham Market Road Easton Suffolk IP13 0ET	Conversion of two agricultural barns to four dwellings. this application should be read alongside approvals for conversion of adjoining agricultural and office buildings to dwellings under current permitted development legislation	Approved	Tier 1	Yes. Amenity & Recreation / Landscape & Visual.	No	No	n/a	n/a	No	No	n/a	16487.35	16523.22	2319.87	6450.35	15313.99	14935.8	11329.68	13283.49	17682.53	12589.85	18289.21	17990.7	9199.15	10123.21
204	DC/16/0183/FUL	Home Farm Wickham Market Road Easton Suffolk IP13 0ET	Conversion of two agricultural barns to residential as approved for conversion to residential under DC/15/3680/PN3. This application also includes change of use of the natural curtilage to garden land and associated car parking, hard standing and fencing	Approved	Tier 1	Yes. Amenity & Recreation/ Landscape &Visual	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape &Visual.	n/a	Yes	Yes	Future baseline	16505.02	16534.91	2339.45	6468.71	15325.85	14953.44	11345.34	13295.77	17679.54	12609.29	18300.52	17971.39	9181.84	10138.5
205	DC/15/3165/FUL	Easton Farm Park Sanctuary Bridge Road Easton Suffolk IP13 0EQ	Proposed improvement park facilities, shop and office. Use of land to Change 5 unit site, to 70 space caravan and campsite, involving erection of facilities building, and scheme of landscaping	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	17612.76	17120.7	3828.72	7678.73	15928.64	16061.7	12284.83	13942.24	17899.41	13911.86	18849	16724.92	8211.7	11052
206	DC/14/2244/FUL	Easton Primary School And Land Adjacent The Street Easton Suffolk IP13 0ED	Provision of 10 open market dwellings and 4 affordable dwellings, together with garages, access road, parking, school car park and drop of zone, extension to school grounds, footpath, fencing, walling, landscaping, drainage, infrastructure and other ancillary works. Revised scheme to withdrawn application DC/13/3768/FUL	Approved following appeal	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	16616.25	16339.67	2914.91	6651.56	15138.04	15064.44	11341.55	13128.08	18171.81	12875.11	18088.25	17748.12	9135.91	10117.03
207	DC/18/4180/OUT	Riverside The Street Hacheston Suffolk IP13 0DR	Demolition of existing bungalow and construction of 2No two storey dwellings, detached garage, private drive and bungalow with garage and first floor studio to rear	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	14215.61	14324.62	1307.89	4241.83	13109.73	12663.55	9023.61	11063.09	19429.72	10492.22	16107.04	20159.96	11490.83	7819.82
208	DC/18/4162/OUT	Riverside The Street Hacheston IP13 0DR	Demolition of existing bungalow and construction of 2No detached dwellings and garage	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	14230.37	14332.83	1320.72	4258	13118.05	12678.31	9036.14	11071.75	19427.16	10509.01	16114.91	20144.06	11476.94	7831.87

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
209	DC/16/3863/OUT	Land South Of Solomans Rest The Street Hacheston Suffolk	Use of land for the erection of 10 dwellings with associated garaging/parking. Construction of access road.	Approved	Tier 1	Yes. Scoped in for Soils & Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Future baseline / cumulative	14262.46	14423.39	1208.05	4268.72	13207.98	12710.43	9093.79	11159.55	19310.34	10504.33	16207.47	20130.8	11435.1	7894.08
210	DC/18/3174/CLE	Grove Farm Swan Lane Cretingham Suffolk IP13 7BA	Use of Grove Farmhouse as two separate dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	21432.04	19391.89	8926.88	12090.75	18304.17	19921.16	15801.03	16548.89	20031.62	18373.5	20937.23	13303.48	7152.57	14473.72
211	DC/17/4634/FUL	Land To North Brandeston Road Cretingham IP13 7DR	Proposed erection of four houses together with parking and associated external works	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	21791.47	19910.31	8938.63	12326.1	18811.51	20271.38	16185.02	17031.12	19461.37	18616.99	21472.75	12801.34	6507.82	14865.59
212	DC/14/1089/FUL	Land Adjacent 6 Oak Corner Brandeston Road Cretingham Suffolk IP13 7BQ	Proposed erection of 4 affordable houses together with new vehicular access and associated external works.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	21791.47	19910.31	8938.63	12326.1	18811.51	20271.38	16185.02	17031.12	19461.37	18616.99	21472.75	12801.34	6507.82	14865.59
213	DC/14/4201/FUL	Office Farm Mutton Lane Brandeston Suffolk IP13 7AR	Erection (retention) of four residential dwellings and garages (without planning obligations)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	19709.56	17890.23	7326.58	10342.76	16777.11	18193.22	14095.58	14971.02	19972.2	16623.88	19479.45	14863.2	7908.94	12774.89
214	DC/15/0862/FUL	Monewden Hall Bungalows Friday Street Monewden Suffolk	Demolition of existing pair of bungalows. Erection of two detached dwellings with associated car ports	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	20290.71	18888.61	7070.68	10629.75	17750.05	18754.51	14757.08	15885.22	18616.87	16920.16	20518.63	14059.43	6615.84	13463.43
215	DC/14/1844/OUT	Land East Of St Peters Close Charsfield Suffolk	Use of land for the creation of 20 dwellings (including 6 affordable houses) and vehicular access off St Peters Close	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	20173	19919.9	5530.78	10128.44	18726.66	18621.49	14974.97	16735.08	15684.89	16197.57	21648.91	14409.34	5515.9	13755.01
216	DC/18/4163/OUT	Os 2158 Snipe Farm Road Clopton Suffolk	Erection of two new dwellings with cart lodges.	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	24383.76	24383.01	9385.24	14355.88	23190.44	22874.33	19362.12	21198.06	12799.66	20189.93	26108.72	11041.56	1790.78	18155.85
217	DC/18/4081/PIP	Os 2158 Snipe Farm Road Clopton Suffolk	Erection of 1-3 residential dwellings on site identified within red line boundary on the site location plan.	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	24383.76	24383.01	9385.24	14355.88	23190.44	22874.33	19362.12	21198.06	12799.66	20189.93	26108.72	11041.56	1790.78	18155.85
218	DC/17/5419/FUL	Units 7, 17-19 Clopton Commercial Park Debach Airfield Clopton IP13 6QT	Erection of office extension to Unit 7. Erection of 6 business units Alterations to existing units 17 and 19	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22823.65	22927.11	7827.3	12799.25	21728.87	21317	17827.93	19723.7	13252.52	18633.79	24665.42	12433.26	3114.92	16627.07
219	DC/16/4766/FUL	Moat Hall Barn Martins Lane Clopton Suffolk IP13 6QX	Conversion with erection of small link and change of use of 2no. agricultural buildings to a single unit holiday let with amenity space and car parking.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	23000.59	22508.02	8295	12963.13	21330.31	21448.72	17755	19373.1	14844.9	19023.41	24204.95	11629.09	2732.83	16526.35
220	DC/18/4850/OUT	Apple Tree Cottage Woodbridge Road Debach Suffolk IP13 6BZ	A development of 6 affordable dwellings and a service/access road	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	22282.76	22337.44	7313.25	12247.76	21139.54	20766.62	17254.98	19135.45	13675.67	18120.88	24075.22	12820.88	3537.12	16051.45
221	DC/18/3028/FUL	Village Hall High Street Wickham Market Suffolk IP13 0HE	Demolition of existing village hall to make way for new two storey village hall accommodation consisting of Main Hall with Stage and associated equipment, chair store and multi-purpose room. New kitchen and Bar areas with smaller Hall/Function room with associated office and WC facilities. First floor accommodation will comprise the Wickham Market Public Archive. The site will see reconfiguration of the existing car parking forming 41 spaces and 4 disabled spaces	Approved	Tier 1	Yes. Scoped in for Amenity & Recreation and Landscape & Visual	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Future baseline / cumulative	16379.87	17512.66	1363.86	6525.09	16294.21	14946.18	11800.16	14230.71	16009.69	12091.65	19314.76	18787.89	9593.29	10685.76
222	DC/18/2161/FUL	8 Spring Lane Wickham Market Suffolk IP13 0SP	Conversion from one dwelling to two	Approved	Tier 1	Yes. Amenity & Recreation/ Landscape &Visual	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape &Visual.	n/a	Yes	Yes	future baseline	15639.33	16666.8	611.07	5721.09	15448.35	14180.08	10974.08	13384.92	16834.68	11417.99	18468.82	19316.16	10200.79	9851.47
223	DC/16/4923/FUL	Land North Of Coach House High Street Wickham Market Suffolk	Proposed erection of 3 No single storey dwellings	Approved	Tier 1	Yes. Amenity & Recreation , Landscape & Visual and Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual and Soils & Agriculture.	n/a	Yes	Yes	Baseline	15641.08	16601.35	655.51	5699.12	15382.88	14172.6	10935.98	13320.19	16927.27	11441.27	18401.96	19266.39	10169.88	9806.54
224	DC/15/1873/FUL	48 High Street Wickham Market Suffolk IP13 0QS	Adjustment to planning permission DC/14/1585/FUL and listed building consent reference DC/14/1590/LBC, to provide conversion of part of retail unit to 2no. maisonettes (to include retention of part of retail unit), associated access drive, gardens & parking; with the addition of part conversion of existing outbuildings to garden stores and erection of new garage	Approved	Tier 1	Yes. Amenity & Recreation / Landscape & Visual.	No	No	n/a	n/a	No	No	n/a	16272.24	17378.17	1243.69	6403.16	16159.71	14833.2	11673.2	14096.34	16146.32	11996.64	19180	18852.17	9671.19	10556.41
225	DC/14/4088/FUL	Land North Of Coach House High Street Wickham Market Suffolk	Proposed erection of 2 no, two-storey detached dwellings (revised scheme)	Approved	Tier 1	Yes. Amenity & Recreation , Landscape & Visual and Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual and Soils & Agriculture.	n/a	Yes	Yes	Baseline	15737.31	16665.06	760.8	5787.29	15446.61	14265.81	11016.16	13384.51	16886.39	11543	18464.64	19161.39	10067.12	9883.18
226	DC/14/0216/FUL	Land At 202 High Street Wickham Market Suffolk	Erection of two dwellings with associated garaging and car ports	Approved	Tier 1	Yes. Amenity & Recreation , Landscape & Visual and Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual and Soils & Agriculture.	n/a	Yes	Yes	Baseline	15736.36	16692.77	738.17	5795.8	15474.3	14268.75	11032	13411.82	16846.39	11532.82	18492.99	19182.43	10079.88	9901.87
227	DC/18/2212/FUL	Os 6928 Main Road Parham Suffolk	Erection of 15 no. new dwellings including 10 no. affordable homes and construction of new vehicular access	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual and Soils & Agriculture.	n/a	Yes	Yes	future baseline	14182.27	13606.09	2649.21	4585.22	12404.19	12638.66	8744.18	10396.16	20551.61	10866.6	15357.06	20115.05	11787.2	7503.73
228	DC/16/1467/FUL	Land Adjacent Willoughby Arms Main Road Parham Suffolk	Conversion to 2no residential units	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	14202.44	13579.66	2738.58	4634.95	12379.11	12660.17	8751.37	10374.8	20613.87	10912.84	15327.84	20097.35	11793.91	7507.95
229	DC/14/1551/FUL	Willoughby House Main Road Parham Suffolk IP13 9LZ	Use of land for the erection of two, two-storey dwellings and detached garages, and creation of new shared vehicular access. (Relocation of footpath).	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	14114.09	13505.69	2718.88	4550.96	12304.37	12571.77	8664.62	10298.07	20657.77	10827.49	15255.51	20185.49	11876.72	7422.48
230	DC/17/1339/FUL	Pear Tree Farm Main Road Little Glemham Suffolk IP13 0BS	Full application for the conversion of five existing agricultural buildings to form three dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	11316.11	12557.9	2548.75	1301.38	11348.98	9799.53	6602.68	9294.29	20718.06	7379.34	14370.6	23219.84	14374.38	5541.75
231	DC/18/4765/FUL	Equitation Centre Newton Hall Newton Hall Lane Swilland Suffolk IP6 9LT	Demolition of derelict agricultural buildings and the erection of a 14 unit equine holiday accommodation building, conversion of existing stables into eight residential dwellings and the erection of two indoor pole barns with 30 riding school stables and a full disabled facility.	Withdrawn	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	27536.13	27564.86	12503.59	17532.59	26376.29	26046.62	22567.21	24391.84	11740.29	23279.21	29281.19	8870.39	2425.44	21362.63
232	DC/18/2286/FUL	Builders Yard Charles Avenue Grundisburgh Woodbridge Suffolk IP13 6TH	Erection of 4 dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	25594.76	26383.1	10618.28	15771.05	25173.22	24195.21	20988.6	23138.35	9875.92	21177.45	28148.39	11835.67	4002.86	19830.92
233	DC/17/3948/FUL	Rookery Farm Otley Road Grundisburgh Suffolk IP13 6RX	Conversion and extension of the existing barn at Rookery Farm to form 2no. new residential dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	26052.05	26019.2	11038.92	16030.02	24830.41	24547.87	21037.28	22846.04	12301.54	21835.86	27736.52	9735.41	1422.74	19829.56

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
234	DC/16/1389/OUT	Grundisburgh Village Hall Ipswich Road Grundisburgh Suffolk IP13 6TJ	Demolition of Existing Village Hall and Erection of 2 chalet style bungalows	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	25710.12	26533.92	10745.05	15900.37	25323.52	24316.29	21124.75	23287.3	9711.39	21283.46	28300.58	11863.08	4142.58	19969.61
235	DC/16/0845/FUL	Rookery Farm Otley Road Grundisburgh Suffolk IP13 6RX	Removal of single story side and rear extensions to be replaced with single and two storey extensions and alterations to Rookery Farmhouse. Conversion of Rookery Farm Barn into two dwellings. Conversion of Granary building into a holiday let unit	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	26124.19	26081.94	11112.01	16101.26	24893.57	24619.25	21105.94	22910.13	12310.94	21909.4	27798.36	9665.83	1413.12	19897.77
236	DC/14/3465/FUL	Highbank The Street Grundisburgh Suffolk IP13 6TD	Erection of three detached dwellings and associated garages land rear of Highbank Grundisburgh. (revised scheme to DC/13/2609/FUL)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	25467.65	26240.3	10485.65	15637.02	25030.58	24065.13	20851.38	22996.15	9985.16	21055.54	28005.17	11866.36	3929.63	19692.63
237	DC/16/1186/FUL	Os 2873 Ufford Road Bredfield Suffolk	Change of use from agriculture to leisure/tourism in connection with development comprising: conversion of existing building to a one-bed holiday cabin; erection of 4 x 1 bed and 9 x 2 bed holiday cabins; erection of bin and cycle store; refurbishment of existing wooden shed for storage and use of one of the cabins as a site office and seasonal accommodation for a warden	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	20181.36	21502.88	5360.46	10502.84	20284.53	18819.72	15802.54	18223.39	12333.02	15732.48	23300.34	16197.77	6914.6	14696.36
238	DC/18/4491/FUL	Cireanin Woodbridge Road Bredfield Suffolk IP13 6AW	Proposed residential development of 4 bungalows and associated garages	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	20458.08	21706.08	5596.83	10748.88	20488.01	19087.84	16039.57	18428.53	12236.59	16020.29	23500.97	15892.1	6614.91	14925.77
239	DC/17/1608/FUL	Green Farm Caters Road Bredfield IP13 6BE	Change of use of land to provide a seasonal camp site for 15 tent camping pitches and the creation on a new vehicular access	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	20303.58	21212.35	5296.27	10448.84	19996.41	18882.28	15683.76	17945.04	13032.55	15951.58	22996.99	15480.82	6160.83	14539.96
240	DC/18/3385/FUL	Street Farm The Street Witnesham IP6 9HG	Proposed Residential Development for 20 No. Dwellings	Awaiting Decision	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	29311.72	29598.61	14273.68	19372.95	28404.25	27862.72	24485.33	26406.02	10581.84	24965.88	31326.61	8667.06	4497.22	23294.4
241	DC/16/1037/FUL	Fynn Valley Golf Club Rose Hill Witnesham Suffolk IP6 9JA	Erection of new clubhouse with associated facilities, conversion of existing buildings to form 10no. dwellings plus the section of 4no. new build dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	29803.84	30223.46	14780.86	19902.87	29025.85	28374.46	25048.45	27019.99	10058.79	25421.4	31958.45	8925.9	5237.6	23865.14
242	DC/15/0147/FUL	Land North Of Elm Cottage Mow Hill Witnesham Suffolk	Residential development of 2 pairs of semi-detached and 3 detached dwellings and 2 double car ports	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	29089.58	29295.86	14047.66	19130.66	28103.67	27629.22	24221.53	26110.46	10896.04	24766.09	31019.28	8513.12	4114.71	23026.18
243	DC/14/3252/ARM	Land At Warrens Barn Jacks Field The Street Witnesham Suffolk	Use of land for the erection of 6 dwellings (Reserved matters to Outline Planning Permission C12/2072)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	29210.34	29430.55	14168.91	19255.33	28238.08	27752.28	24350.25	26244.18	10834.45	24881.97	31154.54	8502.32	4250.28	23155.64
244	DC/18/4595/FUL	Rose Cottage Top Road Hasketon Suffolk IP13 6JF	Erection of two dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	23361.5	24676.7	8585.68	13731.76	23459.25	22025.53	19028.75	21402.36	9786.86	18862.73	26467.58	14285.59	5631.26	17916.23
245	DC/18/1187/FUL	Shimmens Lot Boulge Road Hasketon Suffolk IP13 6JU	Change of use of part of stables and agricultural land to leisure/tourism use comprising of: Siting of 3 X 1 bedroomed holiday cabins and associated works at Shimmens Lot, Boulge Rd, Hasketon, Suffolk UP13 6JU	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22604.34	23841.69	7772.53	12925.89	22624.44	21250.69	18214.22	20568.35	10538.9	18131.81	25631.61	14533.16	5592.13	17095.78
246	DC/15/2359/FUL	Home Farm Blacksmiths Road Hasketon Suffolk IP13 6JA	Conversion of stable block to 2 No. Holiday Lets and conversion of Barn to workshop	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22675.67	24184.26	8021.51	13136.87	22965.89	21365.11	18452.11	20904.48	9874.35	18148.88	25981.94	15089.01	6304.89	17358.94
247	DC/14/1982/FUL	Turks Head Inn Low Road Hasketon Suffolk IP13 6JG	Erection of four dwellings and construction of new vehicular access. Extensions and alterations to public house (to be completed in advance of the occupation of any of the proposed dwellings) and provision for ground-mounted solar panels.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	23424.69	24711.84	8633.07	13782.08	23494.59	22084.83	19075.94	21438.45	9808.8	18930.63	26501.7	14187.59	5540.36	17960.8
248	DC/19/0428/CCC	Land Adjacent To Laurel Farm Henley Road Ipswich Suffolk	Ipswich Borough Council Consultation - Erection of one detached dwelling and two semi-detached dwellings with single garages, shared driveway and new vehicular access onto Henley Road	No Objections	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	32163.69	32498.46	17138.7	22255.61	31305.62	30732.21	27385.84	29310.1	10554.93	27778.41	34222.56	8167.09	7159.67	26197.39
249	DC/19/0235/FUL	Land At Turnpike House Turnpike Lane Melton Woodbridge Suffolk IP12 1NR	Erection of two detached dwellings	Withdrawn	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	21433.72	23617.05	7456.36	12319.16	22402.18	20228.26	17640.04	20338.86	9753.13	16813.67	25427.97	17253.85	8415.51	16623.45
250	DC/19/0076/FUL	36 Hall Farm Road Melton IP12 1PJ	Severance of side garden and erection of 6 dwellings.	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	20873.02	22921.6	6740.6	11651.45	21705.72	19638.21	16978.11	19641.57	10484.39	16277.31	24731.54	17203.45	8198.72	15947.72
251	DC/18/3914/FUL	Land Bounded By Melton Hill And Old Maltings Approach Melton Hill Melton Suffolk	Proposal for new parking court to allow for 12no. Garages	Approved following appeal	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	21623.47	23883.39	7739.5	12570.04	22669.28	20433.73	17886.16	20606.69	9462.35	16992.21	25694.85	17356.16	8594.93	16878.05
252	DC/18/2182/FUL	Site At Turnpike House Turnpike Lane Melton Woodbridge Suffolk IP12 1NR	Proposed pair of detached dwellings and garages	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	21451.83	23638.8	7478.66	12340.25	22423.95	20247.19	17660.94	20360.66	9730.55	16831.14	25449.75	17254.42	8421.97	16644.72
253	DC/18/1434/FUL	Land Rear Of 23 37 Hall Farm Road Melton Suffolk	Erection of two-storey block of 3 x No. flats and 1 two-storey detached house all with associated parking (amended scheme from that approved under Planning Permission DC/18/0209/VOC)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	20923.98	22965.85	6782.66	11698.23	21749.88	19688.46	17025.19	19685.65	10446.14	16328.71	24775.68	17163.84	8166.74	15993.83
254	DC/17/4037/FUL	Melton Hill Melton Suffolk	Proposal for new parking court to allow for 16no. parking bays	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	21623.47	23883.39	7739.5	12570.04	22669.28	20433.73	17886.16	20606.69	9462.35	16992.21	25694.85	17356.16	8594.93	16878.05
255	DC/17/1543/FUL	Spring Farm Barn Melton Road Melton Suffolk IP12 1NH	We are applying to change the use of a plot of land at Spring Farm Barn for a glamping site ("glamorous camping"). The plot will have just 4 glamping units. It will be small scale, secluded behind trees and be accessed via New Quay Lane to minimise the impact on the local neighbourhood. This project offers benefits for the neighbourhood as it will help to preserve and enhance the remaining green space between Melton Road and the River	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	21385.05	23666.29	7535.23	12345.92	22452.64	20197.11	17659.87	20390.54	9663.92	16753.12	25478.01	17509.24	8693.8	16655.29
256	DC/16/4456/FUL	Melton Day Nursery Yarmouth Road Melton Suffolk IP12 1QQ	We would like to put in a temporary portakabin in the nursery garden measuring 10x4metres for use for 16 children. We have agreed to rent for two years. Due to the number of children on roll, we will need more space for the older group from January 2017. With the government plan to introduce thirty free hours from September 2017 this will result in needing more flexible space. This will not increase traffic to the nursery as will involve the children already on roll. The portakabin will be lifted in and sit on already cleared space.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	19918.53	22021.23	5877.39	10724.11	20806.64	18683.95	16047.04	18743.63	11321.74	15325.68	23832.37	17798.87	8655.88	15026.96
257	DC/16/2900/FUL	Land Rear Of 23 37 Hall Farm Road Melton Suffolk	Erection of 8 Dwellings with Associated Garages and Parking. Construction of Access Road	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	20926.51	22961.07	6776.42	11695.52	21745.03	19689.72	17022.73	19680.75	10454.72	16332.32	24770.81	17146.4	8147.45	15990.51

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
258	DC/16/1979/FUL	Part Former Water Works Bredfield Road Melton Suffolk	Extra Care development comprising 2 townhouses and 6 self-contained apartments with parking and access provisions (existing office building to be demolished	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	21875.77	23919.59	7724.36	12663.67	22703.09	20649.14	17991.32	20638.51	9549.76	17270.6	25728.68	16723.23	7948.07	16956.89
259	DC/16/1969/FUL	Cedar House Pytches Road Melton Suffolk IP12 1EP	Proposed Change of Use and Conversion of Cedar House and Coach-house to 2no separate Residential Dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	21743.2	23997.98	7849.76	12687	22783.71	20553.56	18003.75	20720.97	9354.15	17111.62	25809.34	17293.4	8562.75	16994.56
260	DC/16/0015/FUL	The Old School Site The Street Melton Suffolk IP12 1PL	Alteration/conversion of former school buildings to form 2no. detached dwellings. Erection of 5no. two-storey dwellings all with parking, landscaping and associated works. Alterations to vehicular access. Demolition of timber store and various single-storey outbuildings and structures.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	20714.55	22851.52	6695.05	11556.31	21636.66	19494.02	16878.68	19573.38	10508.44	16107.68	24662.46	17475.66	8468.37	15859.36
261	DC/14/4207/OUT	Part Garden At Turnpike House Turnpike Lane Melton Woodbridge Suffolk IP12 1NR	Erection of two detached dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	21446.64	23634.41	7474.59	12335.61	22419.58	20242.11	17656.25	20356.3	9734.37	16825.9	25445.37	17258.63	8425.17	16640.14
262	DC/14/4219/FUL	1 Bredfield Road Melton Suffolk IP12 1JA	Demolition of existing bungalow and construction of three new detached dwellings: Plot 1: Four bedroom detached house with double garage. Plot 2: Three bedroom detached 1.5 storey house with single garage. Plot 3: Two bedroom detached bungalow with open cart lodge	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22074.22	24089.94	7889.4	12844.68	22873.12	20844.31	18173.21	20808.38	9412.48	17471.16	25898.5	16566.23	7836.02	17134.94
263	DC/14/0991/OUT	Land North Of Woods Lane Melton Suffolk	Outline planning application for up to 180 Dwellings with all matters reserved except for access.	Refused - 23/05/2014 Reserved matter applications approved - DC/17/1698/ARM & DC/18/2046/ARM - under construction	Tier 1	Yes. Scoped in for Ecology and Traffic.	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Ecology and Traffic.	n/a	Yes	Yes	future baseline / cumulative	21577.27	23422.78	7213.11	12225.32	22205.07	20313.5	17555.16	20140.23	10159.08	17005.27	25229.22	16405.73	7477.67	16499.46
264	DC/14/0715/OUT	Land To Rear Of Cedar House Pytches Road Melton Suffolk	Erection of 10 nr. dwellings (including 3 nr. affordable dwellings) formation of vehicular access from "The Grove", Removal of some trees included within Tree Preservation Order No. 25, dated 6th August 1953.	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	21687.36	23934.46	7785.36	12624.61	22720.14	20495.83	17941.79	20657.35	9418.73	17057.16	25745.79	17297.81	8549.1	16931.88
265	DC/15/3541/FUL	Land Opposite 1 And 2 Loudham Lane Ufford Suffolk	Change of use of existing shed to provide 2 units of holiday accommodation	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	17672.38	19728.24	3687.05	8408.7	18515.51	16403.63	13729.46	16454.59	13568.04	13122.13	21540.35	18996.25	9682.45	12715.3
266	DC/15/2374/OUT	Land At Hill Farm Yarmouth Road Ufford Suffolk IP13 6EG	Erection of 7x single storey bungalow dwellings	Approved following appeal	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	17952.19	19677.35	3490.85	8458.56	18460.75	16630.55	13787.95	16396.14	13713.88	13462.47	21486.32	18311.36	8990.93	12732.07
267	DC/15/1714/FUL	Brion Byng Hall Road Ufford Suffolk IP13 6EJ	Demolition of existing bungalow and garage and erection of two new dwellings with car parking using existing access.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	18289.31	20017.79	3823.79	8804.84	18800.97	16972.3	14134.13	16736.25	13389.88	13791.38	21826.38	18092.74	8776.07	13077.12
268	DC/15/0695/FUL	Woodcroft High Street Ufford Suffolk IP13 6EG	Reinstatement of one dwelling back into two dwellings, replacement two storey rear extensions, demolition of outbuildings & sub-division of existing land parcel	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	17979.9	19739.55	3560.59	8509.45	18523.21	16664.31	13839.28	16458.76	13640.92	13482.19	21548.91	18343.76	9024.08	12787.3
269	DC/14/3558/FUL	Part Of Land At Crown Nurseries High Street Ufford Suffolk IP13 6EL	Proposed residential development (31 dwellings)	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	18542.42	20425.37	4261.24	9166.73	19209.67	17254.35	14496.1	17145.67	12938.37	14008.36	22235.51	18177.01	8878.41	13455.99
270	DC/14/3560/FUL	Part Land At Crown Nurseries High Street Ufford Woodbridge Suffolk IP13 6EL	Proposed residential development (10 dwellings)	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	18561.83	20426.77	4256.86	9173.97	19210.88	17270.92	14503.62	17146.73	12943.92	14030.88	22236.7	18135.17	8835.69	13461.28
271	DC/14/0677/FUL	Dog And Duck Public House Station Road Campsea Ashe Suffolk IP13 0PT	Demolition of part of existing building, erection of 2no. new dwellings plus alterations to existing public house car park, varying approval C12/0113	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	14184.24	16118.89	1460.91	4757.64	14911.15	12839.62	10071.6	12857.36	17157.22	9766.19	17931.55	21245.44	12036.13	9070.79
272	DC/14/2561/FUL	Church Road Snape Suffolk	Construction of 2 registered affordable bungalows (mobility standard) and 3 private market homes, including access road, vehicular accesses, garaging, ancillary works and landscaping	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	6758.2	11126.25	7575.98	2204.3	9976.78	5686.05	4974.9	7781.4	23596.06	2205.55	12787.93	28435.91	19421.28	4953.88
273	DC/17/1003/FUL	9 Rendlesham Mews Rendlesham Suffolk IP12 2SZ	Change of use to A4 drinking establishment in the form of bar to be trading only between the hours of 1200-2100 daily as a retail outlet for locally produced ales. A premises license has been granted	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	15374.57	18475.93	4195.1	7064.82	17285.42	14275.89	12199.75	15282.48	15049.42	10708.72	20276.35	22017.31	12699.65	11366.75
274	DC/16/0793/FUL	Land On Redwald Road Rendlesham Suffolk	Erection of 11no. new dwellings including 3no. affordable dwellings with associated access and car parking	Approved Superseded by DC/17/4234/FUL	Tier 1	Yes. Scoped in for Soils & Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline / cumulative	13758.09	17063.74	4191.74	5675.08	15882.48	12674.31	10738.34	13913.21	16624.09	9090.73	18853.36	23195.85	13881.86	9973.08
275	DC/14/1605/FUL	Part Of Land West Of Gardenia Close Sycamore Drive Rendlesham Suffolk	Erection of four apartments (alternative scheme to previous approval for two dwellings (C/08/0226) and subsequent approval for two health spa buildings (DC/13/3519/FUL)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	14356.49	17445.65	3832.28	6033.98	16257.59	13236.86	11156.39	14263.74	16100.93	9704.63	19243.52	22543.42	13226.28	10339.07
276	DC/18/2374/FUL	Land To The North And West Of Garden Square And Gardenia Close, Rendlesham (Suffolk Coastal Site Allocation Ref. SSP12)	Proposed residential development of 75 dwellings, car parking, open space, hard and soft landscaping and associated infrastructure and access	Refused	Tier 1	Yes. Soils & Agriculture.	No	Yes	No	n/a	No	No	n/a	14271.45	17309.22	3705.14	5897.25	16120.26	13139.15	11026.26	14123.52	16214.08	9627.29	19108.11	22515.02	13200.59	10201.49
277	DC/17/5380/OUT	Land At Redwald Road Rendlesham Suffolk IP12 2TZ	Outline Planning Application for up to 290 dwellings, Car Parking, Open space, Including the provision of Allotments with Associated Infrastructure and Access	Refused	Tier 1	Yes. Terrestrial Ecology , Soils & Agriculture.	No	Yes	No	n/a	No	No	n/a	13606.41	16915.95	4181.37	5531.25	15734.53	12520.35	10588.2	13768.31	16778.61	8940.64	18704.84	23283.83	13972.57	9827.28
278	DC/17/4234/FUL	Vacant Site Redwald Road Woodbridge Rendlesham IP12 2TA	Erection of 7 no. single storey private dwellings with associated access, parking and external works	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline	13814.84	17124.7	4209.12	5735.43	15943.46	12733.18	10799.55	13973.72	16564.2	9146.36	18914.41	23171.62	13856.57	10033.74
279	DC/17/4188/EIA	Site SSP12 Rendlesham Suffolk	Screening opinion - erection of up to 75 dwellings	EIA not required	Tier 2	Yes. Scoped in for Ecology and Soils & Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Ecology and Soils & Agriculture.	n/a	Yes	Yes	future baseline / cumulative	13080.77	15475.51	2323.81	4095.1	14278.09	11794.76	9284.07	12252.37	17867.16	8593.57	17283.51	22497.96	13286.47	8371.74
280	DC/15/4564/FUL	Land Between 20 And 26 Suffolk Drive Rendlesham Suffolk	Erection of a pair of dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	14979.3	18101.26	4081.99	6689.28	16912.2	13878.24	11816.33	14914.42	15445.4	10315.71	19900.13	22257.54	12937	10993.41
281	DC/18/2969/FUL	Development Site Fullers Field Westerfield Ipswich Suffolk IP6 9AX	5no. New Dwellings plus amendments to 2016 consent to make a total of 26no. Dwellings including 8no. Affordable Homes for Rent.	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	31135.98	31715.65	16148.93	21292.08	30515.04	29733.87	26474.47	28501.94	9473.97	26705.77	33457.17	9213.66	6766.87	25300.75

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
282	DC/16/2765/FUL	Land North Of The Mount Church Lane Westerfield Suffolk	Erection of 5no. new dwellings	Approved following appeal	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31010.67	31677.03	16044.11	21194.19	30474.19	29620.19	26393.62	28455.86	9131.71	26563.38	33423.79	9558.28	6873.76	25225.51
283	DC/16/2758/CON	Land North West Of Mill Farm Westerfield Road Westerfield Ipswich Suffolk IP6 9AA	Application for Outline Planning Permission for mixed use development comprising up to 1,100 residential dwellings (C3); a local centre inc. up to 250sqm (net) of convenience floor space (A1), up to 300sqm of comparison floorspace (A1), up to 250sqm in use classes A1-A5; and up to 500sqm community centre (D1); provision of land for a primary school (D1); provision of sports facilities, Country Park (including visitor centre D1) and open space (including amenity space/childrens play areas and allotments) and sustainable urban drainage systems; associated landscaping. infrastructure and engineering/earthworks; and the creation of 2No. new vehicular accesses from Henley Road, 1No. vehicular access from Westerfield Road (to serve Country Park only), pedestrian/cycle bridge over railway and vehicular bridge over railway (access only).	No Objections	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	32240.8	32778.69	17250.63	22391.44	31580.09	30837.12	27566.53	29571.47	9789.65	27810.42	34515.41	8975.14	7653.32	26390.01
284	DC/16/2592/OUT	Henley Gate Henley Road Ipswich Suffolk IP6 9AA	Mixed use development comprising up to 1,100 residential dwellings (C3); a local centre inc. up to 250sqm (net) of convenience floor space (A1), up to 300sqm of comparison floorspace (A1), up to 250sqm in use classes A1-A5; and up to 500sqm community centre (D1); provision of land for a primary school (D1); provision of sports facilities, Country Park (including visitor centre D1) and open space (including amenity space/childrens play areas and allotments) and sustainable urban drainage systems; associated landscaping. infrastructure and engineering/earthworks; and the creation of 2No. new vehicular accesses from Henley Road, 1No. vehicular access from Westerfield Road (to serve Country Park only), pedestrian/cycle bridge over railway and vehicular bridge over railway (access only).	Case closed	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	32240.8	32778.69	17250.63	22391.44	31580.09	30837.12	27566.53	29571.47	9789.65	27810.42	34515.41	8975.14	7653.32	26390.01
285	DC/16/2210/FUL	The Lilacs Fullers Field Westerfield Suffolk IP6 9AH	9no. New Dwellings plus Amendments to 2015 Consent to make a total of 23no. Dwellings including 7no. Affordable Homes for Rent.	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	31143.76	31714.56	16154.78	21297.11	30514.19	29740.45	26477.7	28501.63	9508.67	26715.38	33455.54	9178.96	6752.24	25303.42
286	DC/16/0113/SCO	Henley Gate Westerfield Road Ipswich	Environmental Impact Assessment Scoping Report (815 dwellings, a district centre, a primary school, vehicular access, amenity space and infrastructure)	Case closed	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	32240.8	32778.69	17250.63	22391.44	31580.09	30837.12	27566.53	29571.47	9789.65	27810.42	34515.41	8975.14	7653.32	26390.01
287	DC/15/2077/FUL	Mill Farm Westerfield Road Westerfield Ipswich Suffolk IP6 9AA	Conversion of existing barns to form 2 dwellings plus associated car parking from existing private drive	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31741.8	32369.83	16769.9	21917.85	31168.5	30348.8	27110.53	29153.61	9356.63	27296.54	34112.91	9348.8	7412.48	25939.76
288	DC/15/0748/FUL	Land Adjacent Manor Farm House Church Lane Westerfield Suffolk	Erection of two new dwellings, varying details approved under DC/14/3368/FUL	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31065.77	31770.96	16110.22	21262.96	30567.25	29681.01	26469.79	28546.85	8986.03	26610.1	33519.76	9700.12	7019.04	25304.22
289	DC/14/3660/FUL	Os 4300 North Of Fullers Field Westerfield Suffolk IP6 9AH	Extension of existing access road and erection of fourteen new dwellings including four affordable homes	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	31118.58	31699.21	16131.65	21274.85	30498.56	29716.53	26457.42	28485.37	9468.88	26688.32	33440.82	9219.48	6754.1	25283.77
290	DC/14/3368/FUL	Land Adjacent Manor Farm House Church Lane Westerfield Suffolk	Erection of 6no. new dwellings inc. two affordable dwellings on land abutting settlement boundary, (revised scheme to that approved under DC/13/2673)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31070.73	31775.91	16115.21	21267.96	30572.21	29685.99	26474.79	28551.82	8986.37	26615.02	33524.71	9699.61	7023.22	25309.22
291	DC/18/5206/OUT	Mallards 5 St Marys Way Westerfield Suffolk IP6 9BQ	Erection of 3 dwellings	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	31060.64	31708.91	16089.68	21238.47	30506.54	29667.81	26434.45	28489.32	9204.67	26616.68	33454.54	9483.62	6870.76	25265.14
292	DC/18/3850/OUT	Old Station Works Westerfield Road Westerfield Suffolk	Outline planning permission with all matters reserved, except for means of vehicular access to/from the site, for the redevelopment of the site for a mixed use scheme comprising up to 75 dwellings (C3 Use Class), of which 25 will be affordable, approximately 1,285sqm of commercial floorspace (16 units of Use Class B1, of which one will be flexible B1/D1 use, and 1 unit of Use Class A1), parking, publicly accessible open space and associated works on land at Old Station Works, Westerfield.	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	31537.79	32214.36	16577.38	21728.64	31011.69	30150.84	26930.48	28993.67	9141.91	27084.2	33960.63	9550.59	7351.19	25762.9
293	DC/17/4548/FUL	22 & 23 Pump Cottage & Blyth Barn Kings Arms Yard Orford Road Tunstall Woodbridge Suffolk IP12 2JA	Proposed severance of existing residential property to form two independent dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	11773.22	15362.79	4551.64	4167.07	14180.27	10708.61	8995.69	12287.16	18574.55	7105.83	17131.87	24683.32	15415.85	8346.87
294	DC/14/3076/FUL	Snape Maltings Snape Bridge Tunstall Suffolk	Conversion of Maltings buildings into 43 residential units together with workshop/exhibition space at ground floor level and associated parking and landscaping	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	7750.16	12365.91	7220.63	2794.39	11213.09	6817.07	6167.06	8977.64	22517.05	3060.89	14032.6	28067.1	18944.68	6033.32
295	DC/18/3021/FUL	Coach House Cottage The Street Eyke Suffolk IP12 2QG	Change of use from domestic outbuilding to two self contained two -bed dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	17162.25	20007.1	4715.31	8621.19	18808.65	16036.87	13803.06	16776.21	13361.63	12504.25	21815.87	20655.99	11382.81	12904.86
296	DC/15/2358/CCC	Land North Of Building 568 Bentwaters Park Rendlesham Suffolk	Anaerobic digestion plant	No Objections	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	13162.53	17131.66	5525.97	5959.36	15949.78	12226.46	10759.31	14075.55	17093.93	8466.04	18892.42	24548.92	15229.18	10138.65
297	DC/16/5009/FUL	Staverton Caravan Park Fenn Row Wantisden IP12 3PJ	Use of land for stationing up to 30 holiday lodges	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	14662.89	18874.08	6503.53	7698.23	17692.67	13819.42	12500.81	15825.48	15641.86	9983.2	20630.43	24424.62	15130.68	11889.04
298	DC/17/2950/FUL	Land At Bentwaters Parks Bentwaters Park Rendlesham IP12 2TW	Erection of film studio building, change of use of existing buildings to provide ancillary uses, change of use of land to studio back lot areas, re-profiling of existing offsite landscape bund and boundary security fencing	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	13756.08	17615.1	5401.09	6359.94	16432.55	12804.25	11247.84	14531.82	16502.37	9059.52	19383.98	24096.96	14776.37	10588.48

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
299	DC/18/2893/FUL	The Flight Simulator Building 638 Bentwaters Park Rendlesham Suffolk IP12 2JR	Retrospective Application - To convert an empty building into a collection of studios for rent, a recording studio and a venue for arts based performances, exhibitions etc. We will also provide over-night accommodation for visiting artists, musicians and performers. There will be a functioning kitchen used for the provision of hot and cold food for sale to the public at events, for consumption on and off the premises	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	13518.12	17422.61	5452.45	6198.42	16240.27	12572.97	11052.78	14350.11	16739.25	8821.54	19188.27	24280.99	14960.26	10408.85
300	DC/17/0073/EIA	Bentwaters Studios Bentwaters Park Rendlesham Suffolk	EIA Screening Opinion - Bentwaters Studios	EIA not required	Tier 2	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	13713.63	17576.9	5401.02	6325.67	16394.38	12762.02	11209.29	14494.99	16544.82	9017.07	19345.38	24123.08	14802.4	10551.88
301	DC/16/3847/EIA	Storage Land Adjacent Building 546 Bentwaters Park Rendlesham Suffolk	EIA Screening Opinion - Erection of film studio and associated buildings	EIA not required	Tier 2	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	13713.63	17576.9	5401.02	6325.67	16394.38	12762.02	11209.29	14494.99	16544.82	9017.07	19345.38	24123.08	14802.4	10551.88
302	DC/17/4802/FUL	Land Rear Of Bromeswell Corner Common Lane Bromeswell Suffolk	Development of existing field with new vehicular Access of common lane, with 3 units of Holiday Accommodation and a storage/reception area. Previous application DC/15/1308/FUL approved 8th July 2015	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	No	Yes	future baseline	19759.47	22347.72	6440.9	10967.86	21141.01	18614.05	16238.23	19087.82	10931.4	15105.94	24160.24	18922.06	9872.15	15281.13
303	DC/15/4568/FUL	Hatchley Barn Orford Road Bromeswell Suffolk IP12 2PP	Installation of 100 Lux floodlighting for training purposes comprising the erection of 4 x 15 metre high lighting columns	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	18314.07	21409.11	6117.86	10015.96	20213.09	17256.08	15171.19	18189.31	12050.03	13628.75	23215.26	20661.46	11517.82	14301.18
304	DC/15/3887/FUL	Cricket Bat Yard Summer Lane Bromeswell Suffolk	Use of land for the stationing of 10 caravans for occupation by seasonal agricultural workers to be mostly vacated during the months of November, December, January, February and March	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	18145.79	20777.79	5082.74	9387.86	19574.79	16990.49	14635.24	17527.19	12518.65	13501.45	22589.53	19759.64	10528.58	13695.63
305	DC/15/1308/FUL	Land Rear Of Bromeswell Corner Common Lane Bromeswell Suffolk	Change of use of existing field to provide 3 units of holiday accommodation in the form of 3no Woodland chalets with new vehicular access off Common Lane.	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	19804.09	22409.96	6510.67	11028.84	21203.55	18662.58	16296.72	19150.76	10870.02	15148.44	24222.44	18943.16	9904.39	15341.74
306	DC/15/1292/FUL	13 Church Street Woodbridge Suffolk IP12 1DS	Erection of 12 x No. solar PV panels and 3 x No. flat plate solar water heating collectors	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22349.71	24632.47	8478.9	13321.44	23418.1	21170.43	18637.37	21355.24	8731.23	17710.45	26443.76	17123.38	8582.57	17629.32
307	DC/14/1286/FUL	1 Quay Street Woodbridge Suffolk IP12 1BX	Demolition of existing building and erection of three storey building comprising 4 flats and office on ground floor and associated vehicular access and parking	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22322.9	24515.37	8340.69	13225.07	23300.01	21126.8	18546.79	21236.24	8893.1	17694.43	26325.86	16900.26	8316.65	17528.1
308	DC/14/1076/FUL	The Old Court House 4 Market Hill Woodbridge Suffolk IP12 4LU	Proposed conversion of Old Court House, Woodbridge to form two new dwellings including a change of use from class 'C2 residential institution' to class 'C3 dwelling houses', and erection of a third dwelling attached to the north gable wall.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22370.78	24603.64	8437.19	13304.14	23388.68	21182.47	18623.52	21325.26	8785.54	17737.11	26414.49	16985.46	8432.54	17609.44
309	DC/18/3456/FUL	Woodbridge Community Resource Youth Centre The Avenue Woodbridge Suffolk	Ground, Mezzanine and First floor Community centre and carparking. (Including accommodation for Art Studios/Art Exhibition Hall (Kingston Hall), Scout facilities (scout hall- Deben Hall and ancillary accommodation, Co-working office accommodation on the upper floor to generate revenue to sustain the other facilities offered to the community. Carparking, Vehicle crossover (existing location)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22652.06	24972.87	8823.49	13656.5	23758.75	21482.34	18970.18	21696.13	8385.48	18006.65	26784.32	17113.39	8685.31	17965.63
310	DC/18/3424/FUL	Former Council Offices Melton Hill Melton Woodbridge Suffolk IP12 1AU	Residential development (100 units) including affordable housing (Class C3) plus a community building (364.1sq.m) (Class D1) and a retail unit (102.3sq.m) (A1/A2/A3), car parking, means of access and landscaping, all following demolition of the buildings on site	Refused - 22/01/2019 Appeal lodged	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	21709.47	24000.66	7864.04	12681.5	22786.88	20526.28	17995.43	20724.63	9336.11	17073.84	25812.31	17397.56	8670.91	16990.77
311	DC/18/2671/FUL	Queens House Woodbridge School Burkitt Road Woodbridge Suffolk	External alteration and partial demolition of Queen's House to provide 3 residential units (Class C3). Demolition of single dwelling house and Groundsman's Hut and development of 29 residential units (Class C3), replacement Groundsman's Hut and associated highway, drainage and landscape works.	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	22257.26	24284.64	8084	13038.19	23067.81	21030.94	18366.53	21003.08	9224.02	17650.89	26093.2	16513.44	7842.78	17329.02
312	DC/18/1246/FUL	Police Station Grundisburgh Road Woodbridge IP12 4HG	Part-conversion and part-new build (following demolition of various pre-existing structures, or parts thereof) to provide a residential development comprising 14 no. apartments with associated parking, refuse and cycle storage and alterations to site access	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	22901.49	24825.65	8615.9	13619.36	23607.92	21662.27	18949.31	21543.08	8828.44	18303.97	26632.02	15977.4	7474.84	17898.52
313	DC/18/1096/FUL	8 Seckford Street Woodbridge Suffolk IP12 4LY	Demolition of rear single storey lean-to elements. Subdivision of existing dwelling to form 2 No. dwellings (as historic arrangement). Erection of single storey rear extension to provide living accommodation to existing and new dwelling with associated adjustment of external ground levels. Internal alterations comprising reinstatement of party walls, insertion of staircase, amended plan layout, refurbishment of finishes and replacement internal doors. Refurbishment of external windows and doors and replacement window units to rear and side elevation. Reinstatement of external door opening to front elevation. Localised repair of facing brickwork. Repairs to outbuilding to north boundary.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22475.06	24634.7	8451.36	13354.3	23418.91	21274.24	18677.93	21354.8	8801.8	17849.47	26444.74	16755.29	8207.38	17654.9
314	DC/17/4828/FUL	7 - 9 Woolnough Road Woodbridge IP12 1HJ	Proposed erection of 2no. replacement dwellings with associated garages following demolition existing 2no. chalet bungalows	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22148.25	24158.95	7957.31	12916.1	22942.05	20918.07	18244.78	20877.29	9352.79	17545.21	25967.37	16520.92	7810.41	17205.72
315	DC/17/3002/FUL	Land Off Prentices Lane Woodbridge IP12 4LF	Erection of 2 no single storey dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	23021.54	24834.9	8627.62	13668.49	23616.7	21764.18	18997.6	21552.29	8942.45	18439.41	26639.1	15645.81	7135.04	17934.62
316	DC/17/1809/FUL	34 Grundisburgh Road Woodbridge Suffolk IP12 4HG	Proposed erection of 6 No. dwelling following the demolition of existing dwelling at 34 Grundisburgh Road, Woodbridge (Resubmission of DC/16/4664/FUL)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	23013.84	24907.55	8697.62	13712.84	23689.65	21770.22	19042.8	21624.89	8788.47	18419.74	26713.27	15852.1	7376.22	17988.41
317	DC/17/1195/FUL	64 - 66 New Street Woodbridge Suffolk IP12 1DX	Demolition of Existing Buildings and Construction of 5no. new dwellings and associated car parking	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22253.67	24461.42	8291.18	13166.66	23246.25	21059.78	18487.4	21182.66	8935.13	17623.87	26272.1	16966.97	8367.69	17470.74
318	DC/17/0688/FUL	27 Thoroughfare Woodbridge Suffolk IP12 1AA	Conversion and change of use of retail premises into 4 no. residential dwellings and 2 no. retail units. Conversion of vacant area within listed building into residential dwelling.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22157.76	24438.3	8288.09	13125.86	23224.04	20976.46	18441.58	21161.29	8918.71	17520.09	26249.66	17191.37	8590.2	17433.95

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
319	DC/17/0236/FUL	Garden Centre Cumberland Street Woodbridge Suffolk IP12 4AF	Demolition of existing Buildings associated with a Landscape Yard and Erection of 24 Flats with associated Parking and Amenity Space	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	22833.95	25020.63	8837.72	13737.15	23804.9	21640.95	19059.85	21740.84	8421.44	18202.44	26830.74	16687.66	8271.61	18038.81
320	DC/16/4823/FUL	Former Police Station Grundisburgh Road Woodbridge Suffolk IP12 4HG	Conversion of redundant Police Station and redevelopment of site to provide 14 residential apartments with associated parking, landscaping and alterations to site access, following demolition of outbuildings and former police house	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	22900.24	24825.56	8615.83	13618.87	23607.84	21661.21	18948.82	21543	8827.31	18302.56	26631.95	15980.9	7478.42	17898.16
321	DC/16/4008/FUL	Queens House Woodbridge School Burkitt Road Woodbridge Suffolk	External alteration and partial demolition of Queen's House to provide 6 residential units (Class C3). Demolition of single dwelling house and Groundsman's Hut and development of 26 residential units (Class C3), replacement Groundsman's Hut and associated highway, drainage and landscape works.	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	22254.99	24276.45	8075.18	13031.72	23059.58	21027.61	18360.21	20994.83	9236.23	17649.48	26084.93	16499.88	7826.05	17322.03
322	DC/16/3289/FUL	Bull Ride 70 New Street Woodbridge Suffolk IP12 1DX	Part demolition of existing delapidated buildings and construction of 5 new dwellings, together with change of use of remaining section of existing building to A3 use. Together with all associated access, parking and associated external works	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22263.43	24461.89	8289.42	13169.48	23246.62	21067.92	18490.77	21182.93	8940.14	17634.68	26272.47	16939.36	8339.52	17472.99
323	DC/16/1434/FUL	Shell Petrol Filling Station A12 Northbound Grove Road Woodbridge Suffolk	Removal of existing below ground fuel storage tanks and installation of 2 no. new 65,000 litre below ground double skin steel storage tanks. New below ground fuel pipework system to new dispensing pumps and islands. New offset fills and tank vents. Removal of block paved surfacing and reinstatement with concrete. 2 No. new floodlights to tanker offloading area	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	23062.66	24910.11	8701.28	13732.02	23692	21811.45	19061.63	21627.43	8837.97	18474.96	26714.92	15713.6	7234.14	18002.17
324	DC/16/0593/CCC	Kyson Primary School Peterhouse Crescent Woodbridge Suffolk IP12 4HX	County Council Consultation - Erection of 61 Solar PV Panels to part of the flat roof of the school	No Objections	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	23516.95	25543.4	9336.14	14311.93	24326.06	22300.42	19640.86	22261.19	8084.7	18900.39	27350.87	16001.92	7778.39	18599.67
325	DC/16/0396/FUL	The Old Court House 4 Market Hill Woodbridge Suffolk IP12 4LU	Proposed Extension and Alteration to the Old Court House, Woodbridge to form three new dwellings including a change of use from class "C2 residential institution" to class "C3 dwelling houses" Part retrospective. (Revised scheme to that approved under planning consent DC/14/1076/FUL)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22318.62	24509.51	8334.55	13219.55	23294.12	21122.19	18541.35	21230.34	8899.61	17690.37	26319.98	16897.93	8312.36	17522.49
326	DC/19/0423/OUT	25 Bullards Lane Woodbridge Suffolk IP12 4HE	Severance of garden and erection of two dwellings	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	23168.09	25136.65	8927.64	13919.2	23919.08	21938.7	19248.9	21854.21	8506.66	18562.03	26943.5	15981.67	7596.82	18202.25
327	DC/18/3457/FUL	1 Cumberland Street Woodbridge Suffolk IP12 4AW	The proposal is for a roof top extension and first floor alterations to convert the first floor of the former Natwest Bank into two apartments.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22345.75	24619.74	8463.94	13310.6	23405.27	21164.81	18627.17	21342.31	8747.89	17707.5	26430.97	17102.02	8556.69	17618.07
328	DC/14/3355/FUL	Cherry Tree Farm Seckford Hall Road Great Bealings Suffolk IP13 6NS	Change of Use of Former Pig Building to two Holiday lets	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	24967.65	26831.22	10627.11	15669.83	25612.87	23732.86	20999.28	23548.8	7219.47	20362.13	28634.28	15038.11	7421.88	19937.32
329	DC/14/1125/OUT	Valcot & Acacia Cottage The Street Little Bealings Suffolk IP13 6LT	Demolition of existing two dwellings, workshop unit and associated outbuildings. Erection of four dwellings with garages (outline with all matters reserved)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	26492.62	28066.46	11924.33	17037.62	26848.5	25218.51	22355.18	24789.35	6968.37	21917.81	29860.24	13684.48	6873.76	21262.14
330	DC/18/2292/FUL	Land At Junction Of Ropes Drive And Mead Drive Kesgrave Suffolk IP5 2HJ	Mixed development - Erection of nine business units and nine maisonettes	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	28714.81	30626.54	14432	19483.42	29408.07	27510.2	24812.93	27345.02	4707.8	24082.37	32427.01	14452.89	9075.37	23749.57
331	DC/17/5431/FUL	41 Dobbs Lane Kesgrave Suffolk IP5 2PX	Proposed pair of dwelling (existing to be removed).	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	27232.79	29331.32	13121.37	18113.63	28113.43	26053.4	23442.33	26048.67	4895.59	22586.83	31137.04	15278.9	8971.06	22400.74
332	DC/17/1242/FUL	Land To The Rear Of 213-219 Main Road Kesgrave Suffolk	Severance of part rear gardens and erection of 2 bungalows with detached garages together with vehicular access and associated external works	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	27922.35	29841.41	13642.98	18688.96	28622.95	26714.88	24018.64	26559.51	5049.75	23292.68	31642.78	14554.03	8675.21	22957.19
333	DC/16/2770/FUL	Land At Emerald Close Kesgrave IP5 2XA	Erection of Nine Dwellings and creation of access road	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	28049.24	29937.33	13743.05	18797.13	28718.86	26837.04	24126.41	26655.8	5090.54	23422.55	31737.85	14427.72	8633.68	23061.65
334	DC/17/2224/OUT	165 Main Road Kesgrave Suffolk IP5 2NU	Outline Application - Use of land for the erection of two dwellings with associated garaging/parking (existing single-storey annex to be demolished). Construction of access drive	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	28253.03	30096.03	13908.95	18974.29	28877.57	27034.08	24302.7	26815.15	5151.22	23630.7	31895.22	14241.56	8586.73	23233.15
335	DC/18/0079/FUL	Purdis Rise Purdis Farm Lane Purdis Farm Suffolk	Proposed erection of 4 houses with detached car ports. Includes vehicular access and external works	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31359.1	33444.56	17240.6	22261.35	32226.17	30197.8	27590.98	30162.27	3560.75	26700.31	35247.01	15244.33	11368.42	26541.62
336	DC/15/0208/FUL	145 Bucklesham Road Purdis Farm Suffolk IP3 8UB	Erection of two detached two storey dwellings with integral garages. New access driveway, alterations to existing vehicular access and associated external works	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31380.61	33549.58	17341.03	22340.21	32331.4	30234.59	27668.48	30266.93	3229.06	26714.94	35353.82	15596.5	11659.29	26627.73
337	DC/18/4525/SCO	Land At Orwell Green Suffolk	Request for an Environmental Impact Assessment Scoping Opinion - for the development of circa 2,700 no. Residential dwellings, the associated access, local employment, local retail, leisure and community facilities, land for primary education facilities, health and care provision, and supporting amenity space, landscaping, green infrastructure and sustainable drainage systems.	EIA required (20/12/2018)	Tier 2	Yes. Scoped in for Ecology, Traffic and Air Quality	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Ecology, Traffic (over threshold for explicit inclusion for a TA (75HH), but not included explicitly in strategic modelling Reference Case because not specified by SCC) and Air Quality (potential for traffic impacts on air quality).	n/a	Yes	Yes	future baseline / cumulative	30084.91	32639.99	16458.77	21325.38	31424.93	29005.94	26632.34	29361.35	1719.73	25397.97	34450.77	17023.36	12116.9	25636.19
338	DC/17/5145/FUL	Peeler Elmham Drive Foxhall Suffolk IP10 0DG	Erection of two dwellings	Refused - 22/01/2019 Appeal lodged	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31356.18	33797.52	17596.32	22514.28	32580.95	30261.03	27830.92	30516.31	2139.24	26672.87	35606.48	16740.31	12559.51	26819.6
339	DC/14/4202/FUL	Former Civil Service Sports Ground Straight Road Foxhall Suffolk IP10 0BZ	Proposed demolition of existing buildings and erection of 14 dwellings with associated vehicular access and external works	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	30637.02	33115.23	16920.34	21819.78	31899.19	29545.73	27133.3	29834.86	1909.96	25952.92	34924.96	16778.27	12202.35	26127.34
340	DC/18/2328/FUL	Brightwell Corner Agricultural Stores Brightwell Street Brightwell Suffolk IP10 0BD	Build a new crop grading facility with side canopy (1300sq foot?)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	27603.54	30305.19	14180.97	18953.1	29093.24	26540.71	24240.93	27032.88	3049.98	22913.96	32117.57	17459.38	11268.27	23267.76
341	DC/16/1614/FUL	Mynydd Sheep Drift Farm Waldringfield Road Brightwell Suffolk IP10 0BJ	Intensification of use of existing storage compound to permit the increase in the storage of caravans and motor homes from 105 units (as permitted under planning permission reference C06/1319/FUL) to accommodate a total of 210 caravans and motor homes together with revisions to the storage compound area.	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	26988.17	29704.12	13593.46	18347.21	28492.76	25924.69	23631.76	26433.11	3612.72	22298.92	31516.62	17525.64	11036.84	22661.99

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
342	DC/18/4824/PN3	13 Ipswich Road Newbourne Suffolk IP12 4NS	Prior Notification - Change of use of agricultural to 2 No. dwellings	Prior approval required	Tier 3	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	26848.19	29985.51	14053.55	18594.33	28782.89	25871.14	23810.05	26734.8	3409.29	22151.78	31797.02	19107.81	12491.3	22897.31
343	DC/18/4450/FUL	Newbourne Village Hall Mill Road Newbourne Suffolk IP12 4NP	The proposal is to install a 20' shipping container (20' long by 8' wide by 8'6"high) at the rear of the village hall, between the car park hard standing area and the ditch/trees/hedge at the north boundary of the site.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	26444.07	29861.87	14109.98	18474.21	28664.03	25526.15	23627.01	26631.34	3938.19	21753.61	31669.7	20168.4	13342.18	22756.59
344	DC/18/1602/FUL	The Firs Jackson Road Newbourne Woodbridge Suffolk IP12 4NR	Use of land for stationing 2 holiday lodges (resubmission)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	27105.41	30472.52	14662.79	19083.46	29273.51	26180.02	24250.83	27236.35	3271.79	22413.88	32281.59	20009.7	13450.71	23370.31
345	DC/17/4967/EIA	The Clubhouse Waldringfield Golf Club Newbourne Road Waldringfield Suffolk	Demolition and clearance of existing buildings and redevelopment of site for a mix of holiday let accommodation, residential dwellings and over 55s residential accommodation together with, landscaping and the continued use of existing points of access from Newbourne Road	Case closed	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	25392.44	28285.07	12276.62	16903.16	27078.19	24354.97	22156.37	25024.3	4996.4	20699.3	30097.59	18268.12	11052.09	21214.79
346	DC/16/0302/FUL	Land Rear Of 28 Mill Road And Fronting Watermill Road, Newbourne	Use of land for the provision of 3 holiday cabins and associated access drive	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	27123.81	30525.94	14737.53	19138.46	29327.46	26206.34	24297.6	27292.3	3297.49	22433.6	32334.45	20148.96	13588.87	23422.18
347	DC/15/4601/FUL	10 Ipswich Road Newbourne Suffolk IP12 4NS	Conversion of an existing caravan storage yard area to accommodate four static caravans for holiday use	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	26686.43	29852.47	13940.45	18460.72	28650.72	25714.6	23669.77	26603.87	3569.56	21990.21	31663.69	19213.71	12524.91	22761.67
348	DC/17/4062/FUL	3 And 6 Woodland House Orwell Park School Church Road Nacton IP10 0ER	Change of use of 2 houses into 4 houses including; Works to existing staff accommodation building, the sub division of 2, 4-bedroom units to provide 2, 3-bedroom units and 2, 2-bedroom units and the addition of 2, 2 storey extensions and the associated landscaping and car parking.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	32789.17	35510.98	19343.5	24176.69	34297.02	31754.89	29471.91	32234.43	2273.06	28094.43	37322.55	18296.17	14540.51	28490.36
349	DC/17/2893/OUT	Craigagh Wood Mill Piece Nacton Suffolk IP10 0HQ	Demolition of existing bungalow and replacement with two semi-detached bungalows.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31763.04	34431.8	18260.4	23102.95	33217.5	30713.95	28401.95	31154.61	1524.07	27070.19	36243.16	17798.42	13625.35	27415.95
350	DC/17/2141/FUL	Little Shrublands Finneys Drift Nacton Suffolk IP10 0HF	Erection of 2 residential dwelling houses and associated garaging and access (following demolition of existing bungalow)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31837.12	34548.25	18384.72	23212.25	33334.48	30796.78	28507.16	31272.09	1467.2	27143.14	36359.93	17999.45	13824.49	27526.01
351	DC/16/2701/FUL	1 And 2 Woodview School Hill Nacton Suffolk IP10 0EH	Erection of two replacement dwellings at 1 & 2 Woodview, School Hill Nacton IP10 OEH (Demolition of existing)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	32382.77	35141.94	18984.84	23799.97	33928.63	31354.33	29090.68	31866.7	1848.88	27687.54	36953.84	18347.99	14376.68	28114.25
352	DC/14/3184/FUL	Gainsborough House Levington Road Nacton Suffolk IP10 0EW	Demolition of existing bungalow and replacement with 2no. two storey dwellings, two garages and formation of additional access	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	32449.36	35213.74	19057.32	23871.17	34000.48	31422.25	29161.42	31938.6	1904.14	27754.01	37025.67	18389.09	14442.44	28185.49
353	DC/14/3008/FUL	Orwell Meadows Leisure Park Priory Park Nacton Suffolk IP10 0JS	Demolish existing storage buildings and construct 3 no. holiday cottages.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	33842.31	35985.25	19781.75	24798.41	34766.84	32701.45	30127.61	32703.04	4464.67	29173.25	37787.41	16042.5	13429.07	29081.15
354	DC/14/2121/DRC	Former Amberfield School The Street Nacton Ipswich Suffolk IP10 0HJ	Conversion and redevelopment (including demolition) to provide 22 dwellings with associated gardens, amenity space, driveways, parking, open space and landscaping.	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	31451.41	34192.8	18038.63	22850.33	32979.6	30415.47	28141.44	30917.79	1105.71	26756.99	36004.75	18042.4	13665.03	27164.6
355	DC/17/4527/FUL	Falcon Residential Park Felixstowe Road Martlesham Suffolk	Use of existing caravan site to provide an additional 3 mobile homes giving a total of 228 homes on the site as a whole	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	25973.08	28442.54	12279.29	17121.6	27228.24	24855.18	22429.54	25165.4	5004.49	21299.77	30253.89	16738.94	9765.28	21432.61
356	DC/17/1435/OUT	Land South And East Of Adastral Park Martlesham Heath Martlesham Suffolk	Outline planning application for up to 2000 dwellings, an employment area of c0.6ha (use Class B1), primary local centre (comprising use Classes A1, A2, A3, A4, A5, B1, C3, D1 and D2), secondary centre (comprising possible use Classes A1, A3 and A4), a school, green infrastructure (including Suitable Accessible Natural Greenspace (SANGs), outdoor play areas, sports ground and allotments/community orchards), public footpaths and cycleways, vehicle accesses and associated infrastructure	Approved DC/18/2774/ARM, DC/18/2775/ARM, DC/18/2959/DRC & DC/18/4644/VOG pending consideration	Tier 1	Yes. Scoped in for Amenity & Recreation, Landscape & Visual, Ecology , Traffic and Air Quality	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual, Ecology, Traffic and Air Quality (potential for traffic impacts).	n/a	Yes	Yes	Cumulative	26222.91	28913.17	12807.17	17556.31	27701.89	25149.72	22841.88	25642.34	4393.59	21536.05	30725.69	17480.12	10630.84	21871.08
357	DC/16/5191/SCO	Land Adjacent Bowling Centre Gloster Road Martlesham Heath Martlesham Suffolk	ALDI foodstore and associated car parking and landscaping	EIA not required	Tier 2	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	26599.67	29040.61	12865.02	17729.63	27825.66	25480.15	23040.95	25762.21	4497.73	21926.51	30851.48	16561.21	9901.4	22039.06
358	DC/16/4621/FUL	Beacon Hill Farmhouse Bealings Road Martlesham Suffolk IP12 4RP	Barn conversion to form two new dwellings. Resubmission of approval 16-2271 with the removal/variation of condition 2 to allow for the sale of one unit prior to the completion of the whole development and minor variations to the approved drawings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	25321.93	27332.24	11122.32	16124.8	26114.32	24115.14	21454.44	24049.57	6579.01	20695.36	29137.87	15376.27	7992.99	20407.21
359	DC/16/2271/FUL	Beacon Hill Farm Bealings Road Martlesham Suffolk IP12 4RP	Conversion of Agricultural Barn to 2no dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	25321.93	27332.24	11122.32	16124.8	26114.32	24115.14	21454.44	24049.57	6579.01	20695.36	29137.87	15376.27	7992.99	20407.21
360	DC/16/1992/FUL	Land Off Blacktiles Lane Martlesham Suffolk	Proposed development to provide 47 dwellings, access, School car park, landscape/wildlife corridors. open space and landscaping	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	26175.71	28234.94	12024.97	17020.18	27017.07	24983.03	22349.32	24952.29	5780.14	21538.83	30040.75	15326.13	8417.53	21305.57
361	DC/15/4788/OUT	Land And Buildings To The East Of Bridge Farm Top Street Martlesham Suffolk IP12 4RB	Outline planning application for up to 215 residential dwellings (including up to 33% affordable housing), a Convenience Store (Use Class A1, up to 400sq.m gross/280sq.m net) with associated car parking. Demolition of existing structures, introduction of structural planting and landscaping, informal public open space and children's play area, surface water flood mitigation and attenuation, vehicular access from Ipswich Road and Top Street and associated ancillary works. All matters to be reserved with the exception of the site access	Refused - 04/03/2016 Appeal lodged	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	24293.35	26452.88	10253.05	15191.16	25236.22	23106.37	20516.56	23171.55	7132.05	19655.59	28261.7	16121.42	8280.59	19488.19
362	DC/15/4749/FUL	Falcon Residential Trailer Park Felixstowe Road Martlesham Suffolk	Use of existing caravan site to provide an additional 8 mobile homes giving a total of 225 homes on the site as a whole	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	26023.09	28547.36	12396.43	17216.26	27333.73	24916.07	22519.33	25271.57	4855.82	21345.93	30359.1	16920.43	9974.08	21528.81

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
363	DC/15/1458/FUL	Beacon Hill Farm Bealings Road Martlesham Suffolk IP12 4RP	Change of use, alterations and extension to convert farm outbuildings into three residential units; involving internal and external refurbishment /alteration to 'curtilage listed' buildings / structures, including re-roofing and re-cladding. Associated hard and soft landscaping works, including diversion of existing route to Karting track, with formation of new section of roadway to west side of farmhouse. Demolition of existing (non-listed) turkey shed.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	25325.36	27331.03	11121.15	16125.11	26113.09	24117.78	21454.8	24048.35	6587.45	20699.33	29136.57	15360.96	7978.17	20407.07
364	DC/14/0678/ARM	Land To Rear Of Former Whinbush Main Road Martlesham Suffolk	Application for Approval of Reserved Matters following Outline Planning Permission for Erection of two 'split level' single storey dwellings, including submitted details of proposed vehicular access, turning area & surface water drainage design	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	25235.79	27452.84	11253.8	16184.39	26236.27	24065.75	21508.09	24171.65	6180.21	20586.93	29261.82	16045.71	8671.28	20483.81
365	DC/14/0488/FUL	Part Of Land North Of Ross Building S2 Adastral Park Martlesham Heath Martlesham Suffolk IP5 3RE	Installation of 80 No. ground mounted Solar PV panels.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	26573.08	29117	12963.96	17785.61	27903.34	25473.24	23087.92	25841.13	4308.48	21893.27	30928.73	16928.69	10252.26	22098.29
366	DC/15/4696/DCO	East Anglia Offshore Wind Three Underground Cabling Between Bramford And Bawdsey	Application by East Anglia THREE Limited for an Order Granting Development Consent for the East Anglia THREE Offshore Wind Farm	Approved	Tier 1	Yes. Scoped in for Amenity & Recreation and Landscape & Visual	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Cumulative	25129.67	28357.49	12538.07	16966.4	27157.55	24161.48	22152.06	25117.03	5126.34	20433.49	30167.46	19468.48	12150.83	21258.98
367	DC/16/4395/AME	Land South Of Main Road Martlesham	Erection of 180 dwellings together with associated garages, parking, landscaping and access off Main Road and open space	Approved	Tier 1	Yes. Traffic	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Traffic (Included explicitly in strategic modelling Reference Case, as a committed development (with some dwellings assumed completed at base year of modelling)).	n/a	Yes	Yes	baseline	25991.58	28232.89	12032.47	16964.47	27016.24	24830.85	22287.67	24951.58	5475.79	21336.97	30041.73	15965.55	8980.66	21264.32
368	DC/18/4477/OUT	Gorse Farm Newbourne Road Waldringfield Suffolk IP12 4PS	Outline Application (All Matters Reserved) - Construction of 18 houses, access road, lake and perimeter woodland	Awaiting Decision	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	25594.21	28472.11	12451.77	17091.95	27264.75	24555.01	22348.5	25210.21	4806.8	20901.25	30284.69	18197.78	11067.65	21404.2
369	DC/18/3823/SCO	Waldringfield Golf Club Newbourne Road Waldringfield Suffolk IP12 4PT	Request for screening opinion at Waldringfield Golf Club	EIA required	Tier 2	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	25355.39	28258.89	12256.37	16876.07	27052.27	24319.92	22127.28	24998.74	5024.57	20661.99	30071.38	18309.55	11078.09	21187.33
370	DC/18/3623/FUL	Eureka Cliff Road Waldringfield IP12 4QL	Demolition of existing dwelling and outbuildings. Erection of three houses and one bungalow. Alterations to existing access.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	24978.17	28236.34	12442.9	16846.28	27036.91	24015.6	22023.8	24998.45	5278.96	20282.27	30045.86	19584.76	12209.08	21135.84
371	DC/17/1555/FUL	Crow Cottage Cliff Road Waldringfield Suffolk IP12 4QL	Demolition of existing dwelling & construction of 2no. new two storey dwellings with upgrading of existing vehicular access	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	24656.18	27983.96	12252.75	16597.71	26785.79	23706.76	21755.78	24752.18	5609.83	19961.21	29792.2	19849.86	12355.04	20879.65
372	DC/17/5016/FUL	Red House Farm Bridge Road Levington Suffolk IP10 0LZ	Demolition of existing workshop then erection of replacement on similar footprint. This will be used for the purpose of running rural based skills leisure courses and the storage of camping equipment for proposed boutique camping site. Change of use of agricultural land to allow for the provision of 5 Bell tents on wooden platforms along with separate toilet and washing facilities.	Approved	Tier 1	Yes. Amenity & Recreation/ Landscape &Visual	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape &Visual.	n/a	Yes	Yes	future baseline	31387.61	34529.18	18503.59	23143.03	33323.3	30434.31	28376.9	31270.45	958.41	26693.14	36341.52	19769.25	15056.05	27451.68
373	DC/15/0057/FUL	Levington Park Bridge Road Levington Suffolk IP10 0NE	Installation of 250KW of ground mounted solar PV, to generate renewable energy electricity for use on site, with any additional exported to the national grid	Approved	Tier 1	Yes. Amenity & Recreation, Landscape & Visual.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Baseline	31088.58	34198.69	18164.93	22813.97	32992.3	30127.26	28052.32	30938.78	614.23	26393.35	36011.13	19557.49	14744.36	27123.55
374	DC/17/2535/FUL	Park Farm Chapel Road Bucklesham Suffolk	Change of use of agricultural land and DIY livery to caravan park for up to 62 static caravans to be occupied on a seasonal basis and 26 touring pitches	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	28916.79	32171.09	16244.44	20779.18	30969.65	27976.27	25981.77	28923.08	1497.62	24223.46	33982.17	19751.68	13961.79	25078.83
375	DC/16/3934/FUL	The Oaks The Oaks Caravan Park Chapel Road Bucklesham Ipswich Suffolk IP10 0BT	Use of the site for 43 static caravans and 40 touring caravans	Approved	Tier 1	Yes. Terrestrial Ecology	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Terrestrial Ecology.	n/a	Yes	Yes	Baseline	28850.99	32153.65	16253.94	20761.72	30952.95	27920.73	25953.84	28908.88	1650.77	24159.06	33964.23	19942.48	14105.43	25057.99
376	DC/16/1355/FUL	Westwood Park Caravan Site The Heath Bucklesham Suffolk IP10 0BW	Change of use from 90 pitch touring caravan site to allow up to 50 stationary caravans for seasonal use and 40 touring caravans	Approved	Tier 1	Yes. Terrestrial Ecology	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Terrestrial Ecology.	n/a	Yes	Yes	Baseline	28971.94	32200.6	16259.73	20809	30998.46	28026.12	26017.06	28950.89	1404.57	24277.98	34011.92	19653.56	13897.25	25110.33
377	DC/16/0873/FUL	6 Levington Lane Bucklesham Suffolk IP10 0DZ	Demolition of no.6 Levington Lane and converted former poultry sheds, creation of new site access, erection of 12no. new dwellings (net 11), erection of 6no. new Business Units (B1a Offices) (900m2) at Street Farm, Bucklesham	Approved	Tier 1	Yes. Scoped in for Amenity & Recreation and Landscape & Visual	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	future baseline / cumulative	29360.7	32256.81	16169.29	20886.41	31047.15	28346.52	26153.47	28989.48	1032.85	24664.73	34069.5	18335.13	12898.59	25200.43
378	DC/15/2797/FUL	The Oaks Caravan Park Chapel Road Bucklesham Suffolk IP10 0BT	Placing of 4 new static caravans and alterations to entrance way.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	28850.99	32153.65	16253.94	20761.72	30952.95	27920.73	25953.84	28908.88	1650.77	24159.06	33964.23	19942.48	14105.43	25057.99
379	DC/15/1877/FUL	Park Farm Chapel Road Bucklesham Suffolk	Change of use of agricultural land and D.I.Y. Equestrian Livery to caravan park for up to 45 stationary caravans to be occupied on a seasonal basis and 55 touring caravans.	Approved	Tier 1	Yes. Terrestrial Ecology	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Terrestrial Ecology.	n/a	Yes	Yes	Baseline	28916.79	32171.09	16244.44	20779.18	30969.65	27976.27	25981.77	28923.08	1497.62	24223.46	33982.17	19751.68	13961.79	25078.83
380	DC/18/0105/FUL	Land Between 73 And 101 Bucklesham Road Kirton IP10 0PF	Erection of 10 new dwellings and creation of new vehicular access and internal service road.	Refused	Tier 1	Yes - within wider ZoI	No	Yes	No	n/a	No	No	n/a	28532.73	32324.26	16756	20913.64	31132.48	27712.7	26035.76	29119.79	3399.24	23870.8	34125.17	21943.2	15776.2	25214.5
381	DC/17/2714/FUL	Land Rear Of 30, 32 And 34 Falkenham Road Kirton IP10 0NW	Erection of 2 No. bungalows and integral garages	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	28908.53	32876	17434.82	21464.74	31688.34	28132.84	26564.28	29688.24	4011.91	24266.15	34671.98	22783.28	16665.73	25769.71
382	DC/14/4225/FUL	Land To The Rear Of 16-22 Falkenham Road Kirton Suffolk	Demolition of existing building, and redevelopment of site to provide 43 dwellings, associated works including access improvement, car parking and landscaping	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	28972.63	32918.1	17455.54	21506.44	31729.82	28191.87	26609.44	29727.8	3908.48	24327.86	34714.84	22702.18	16616.68	25811.05
383	DC/17/1008/OUT	49 Grimston Lane Trimley St Martin Suffolk IP11 0SA	Development of 4 dwellings (3 bungalows and 1 x 1.5 storey house) on land to the immediate north of 49 Grimston Lane.	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	31069.81	35023.07	19486.07	23611.1	33833.58	30300.46	28719.45	31827.49	4070.89	26431.31	36821.15	23319.1	17919.99	27914.79
384	DC/16/5160/FUL	Part Rear Gardens Of 20 22 And 24 Old Kirton Road Trimley St Martin Suffolk	Erection of 4no. dwellings, car parking and access	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	30508.87	34574.14	19149.57	23164.5	33388.04	29764.65	28254.61	31392.14	4456.75	25883.24	36368.17	23655.63	18006.88	27469.97
385	DC/16/4080/FUL	349 High Road Trimley St Martin Suffolk IP11 0RS	Proposed development of 2 no. chalet bungalow dwellings at: Land to the rear of no. 349 High Road, Trimley St. Martin	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	30714.02	34667.57	19143.2	23255.61	33478.31	29943.21	28362.92	31472.98	3979.03	26074.68	36465.39	23209	17695.16	27559.5

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
386	DC/16/3413/FUL	Land To Rear 16 And 18 Old Kirton Road Trimley St Martin Suffolk	Erection of 4no. 3-bed detached dwellings, car parking and access	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	30523.59	34588.08	19162.27	23178.4	33401.95	29779.24	28268.69	31405.95	4455.75	25897.9	36382.15	23656.61	18012.95	27483.87
387	DC/16/3211/FUL	28 Old Kirton Road Trimley St Martin IP11 0QH	Alterations to existing bungalow and the construction of 5no. new bungalows, associated parking/garage and access road.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	30474.77	34535.57	19108.53	23125.8	33349.37	29729.29	28216.5	31353.18	4430.05	25848.45	36329.73	23624.71	17968	27431.25
388	DC/16/2119/OUT	Land South Of High Road Trimley St Martin Suffolk	Outline planning application for development of up to 70 dwellings, public open space and associated infrastructure with all matters reserved except access.	Approved	Tier 1	Yes. Scoped in for Ecology	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Terrestrial Ecology.	n/a	Yes	Yes	future baseline / cumulative	30732.23	34711.5	19207.09	23299.7	33522.9	29967.78	28403.45	31519.55	4102.03	26096.07	36508.53	23331.89	17807.58	27604.1
389	DC/16/1919/FUL	Land At High Road Trimley St Martin Suffolk	Erection of 69 new homes with associated access, landscaping and amenity space.	Approved	Tier 1	Yes. Scoped in for Ecology	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Terrestrial Ecology.	n/a	Yes	Yes	future baseline / cumulative	30482.53	34419.8	18890.8	23007.83	33230.27	29706.75	28116.72	31224.18	3859.8	25840.69	36217.95	23065.5	17486.75	27311.49
390	DC/15/1525/ARM	Trimley Mushroom Farm 297 High Road Trimley St Martin Suffolk IP11 0RJ	Demolition of existing buildings and redevelopment of site to provide 66 dwellings, open space and associated roads, access improvements, car parking and landscaping	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	30873.98	34919.82	19464.88	23509.25	33732.92	30126.52	28603.6	31734.61	4445.2	26246.73	36714.79	23681.54	18159.43	27814.51
391	DC/16/2122/OUT	Land Adjacent To Mill Farm Thomas Avenue Trimley St Mary Suffolk	Outline planning application for development of up to 50 dwellings, public open space and associated infrastructure with all matters reserved except access	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	30843.2	35086.18	19806.65	23687.16	33904.74	30145.16	28747.86	31924	5364.48	26244.84	36873.87	24584.28	18925.5	27991.52
392	DC/16/1464/FUL	Land To The Rear Of Three Mariners Inn 193 High Road Trimley St Mary Felixstowe Suffolk IP11 0TN	Erection of six houses	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31041.09	35187.74	19812.92	23781.35	34003.64	30319.46	28860	32013.43	4962.32	26428.43	36979.3	24202.67	18666.09	28086.86
393	DC/16/1107/FUL	Land On The South Side Of Thurmans Lane Trimley St Mary Suffolk	Erection of 98 dwellings (including 32 affordable units) together with drainage, garaging, parking, landscaping, public open spaces, new electricity sub-station, new foul water pump-station, pedestrian links to Thurmans Lane, access onto The Josselyns and all ancillary works	Approved	Tier 1	Yes. Traffic	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Traffic (over threshold for explicit inclusion for a TA (75HH), but not included explicitly in strategic modelling Reference Case because not specified by SCC).	n/a	Yes	Yes	Baseline	30971.35	35179.4	19862.36	23777.24	33997.24	30264.95	28844.88	32012.56	5232.38	26367.81	36968.57	24464.88	18866.98	28082.21
394	DC/15/1047/DRC	Plateaus A And B Land At Clickett Hill Road Felixstowe Suffolk IP11 2YJ	Proposed high bay distribution unit (Use Class B2 and B8) with a footprint of c.47,000m2, including car parking and associated infrastructure.	Approved	Tier 1	Yes. Traffic	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Traffic.	n/a	Yes	Yes	future baseline	31926.31	36344.27	21187.6	24961.85	35161.95	31277.94	29992.29	33201.23	6562.19	27361.81	38125.41	25810.04	20340.36	29261.95
395	DC/14/0533/FUL	Land Adjacent 1 Second Avenue Trimley St Mary Suffolk	Erection of four dwellings and garaging (1 x two-and-a-half storey, 2 x two-storey and 1 x first-floor above garages)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31474.86	35771.04	20515.18	24375.59	34589.32	30793.05	29428.8	32613.54	5808.71	26887.17	37557.1	25056.91	19547.01	28679.18
396	DC/16/3167/FUL	Fazeboons Barn Sudbourne Road Iken Suffolk IP12 2AY	Conversion of existing barn to provide five letting units (Holiday/Commercial) and erection of pavilion (Recreation)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	9689.26	15596.88	9117.3	6274.88	14478.92	9300.49	9230.9	11455.64	21185.94	5337.79	17178.72	29297.46	19996	9568.01
397	DC/15/4903/FUL	Iken Hall Barns Complex Iken Hall Farm Tunstall Road Iken Suffolk	Retrospective Change of Use of Iken Barn from 2 units of tourist accommodation (C3) to one single residential dwelling (C3). Continued use of The Ridings, The Lambings, Green Acre, Mill House and Farriers Cottage (previously approved under C05/1561/FUL) as tourist accommodation (C3). Continued use of 1 Stable Cottages and 2 Stable Cottages (previously approved under C.7470/1) as tourist accommodation (C3). Change of use of 3 Stable Cottages, Generator Room and Gardeners Den to tourist accommodation (C3). Additional use of Hardys Barn for community/exhibition use. Erection of 3 bay cart lodge and storage building for Iken Barn (demolition of existing tractor shed) and change of use of land to form residential curtilage.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	8038.79	13815.49	8811.18	4900.57	12703.18	7545.36	7461.92	9735.63	22478.26	3600.21	15390.02	29455.31	20222.67	7951.79
398	DC/16/1383/FUL	The Old Chapel Low Corner Butley Suffolk IP12 3QD	Conversion of existing dwelling with annexe to form two dwellings, construction of single storey extension to facilitate conversion. Demolition of domestic garage	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	14822.11	20208.36	9605.9	9724.72	19048.65	14335.3	13927.84	16543.49	16474.78	10397.95	21883.2	27255.04	18026.03	13564.76
399	DC/17/1308/FUL	1 And 2 Elm Farm Barns Jay Lane Lound Lowestoft Suffolk NR32 5LJ	Conversion, alterations and extension to barns to form 2no dwellings (residential).	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	33437.69	30078.34	45720.06	40983.93	32308.8	35852.5	36666.42	32620.17	64438.64	40700.19	29172.67	59682.81	54495.33	38173.3
400	DC/16/2157/FUL	Former H M Prison Blundeston Lakeside Rise Blundeston Lowestoft Suffolk NR32 5BG	Hybrid planning application for demolition of prison and construction of 2no shop units with 4no flats, and 3no office units with car parking, 16no affordable housing units (full submission) and residential development including care home, roads and open space (outline submission)	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	31130.48	27884.05	43607.4	38787.34	30125.86	33561.55	34425.32	30407.81	62319.42	38426.2	26975.94	57946.89	52564.53	35995.2
401	DC/14/3245/FUL	Corton Classic Resort The Street Corton Lowestoft Suffolk NR32 5HR	Construction of 2 no. two storey accommodation blocks and a row of 5 single storey suites and associated works including renovation of existing blocks and landscaping, including demolition of existing 2 no. single storey accommodation blocks	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	32137.46	29462.25	45363.78	40318.55	31729.69	34685.36	35577.4	31913.22	64032.97	39636.81	28550.82	60301.55	54661.47	37592.86
402	DC/18/3277/FUL	Broadland Sands Holiday Park Coast Road Corton Lowestoft Suffolk NR32 5LG	Erection of New Swimming Pool Complex (D2/A5), Childrens Playground, Crazy Golf Course, Climbing Wall, Archery/Activity Space, Decking link to Existing Clubhouse and Associated Facilities	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	33265.05	30379.25	46209.91	41262.64	32637.65	35777.44	36689.98	32862.64	64903.97	40702.52	29468.35	60799.1	55329.11	38507.38
403	DC/18/2906/OUT	Land Adjacent 20 Manor Park Road Corton Suffolk NR32 5HL	Outline Application (Some Matters Reserved) - Construction of two single storey dwellings including all associated works.	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	32357.08	29537.45	45397.07	40412.22	31799.54	34879.04	35786.16	32009.47	64082.31	39812.01	28626.21	60144.59	54593.26	37667.52
404	DC/17/4410/FUL	Waterside Park The Street Corton Suffolk NR32 5HS	Re-arrangement of existing facilities on ground floors of central and frontage buildings. - 1. Use of existing ground floor frontage building mixed use floorspace (Retail/Office) to provide 4 Hotel Bedrooms, Restaurant, and Reception. Enclosure of Covered Area. 2. Use of existing central building ground floor Restaurant and Reception Area to provide 10 hotel bedrooms and 2 no. Retail Spaces. Insertion of Shop Window.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	32500.14	29769.58	45653.49	40634.16	32034.88	35039.2	35936.53	32229.52	64330.19	39984.19	28858.17	60495.86	54902.94	37900.38
405	DC/17/3823/EIA	Broadland Sands Holiday Park Coast Road Corton Lowestoft Suffolk NR32 5LG	EIA Screening Opinion - Extension of existing caravan park for the stationing of static caravans, creation of access and associated external works, car parking and landscaping.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	33058.25	30145.46	45969.25	41030.97	32402.86	35564.75	36480.42	32631.95	64664.95	40485.66	29234.69	60542.62	55077.6	38272.89
406	DC/17/1334/FUL	Land Adjacent To Four Stones Corton Long Lane Corton Suffolk	Construction of three dwellings, garaging, provide drive and access	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31765.02	29048.49	44942.19	39909.31	31314.88	34304.11	35201.29	31504.31	63614.61	39249.79	28137.05	59862.36	54226.43	37179.27

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
407	DC/16/2861/FUL	Waterside Park The Street Corton Suffolk NR32 5HS	Conversion of existing first floor function space to provide 12 hotel bedrooms, the replacement of existing windows and external decorating to the building, and the provision of associated car parking spaces	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	32487.77	29764.45	45650.44	40628.07	32030	35028.11	35924.69	32223.32	64326.32	39974.01	28853.03	60502.46	54905.02	37895.26
408	DC/16/1742/FUL	39 Fowlers Crescent Corton Suffolk NR32 5JL	Construction of a pair of semi detached bungalows	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	32570.3	29787.12	45655.57	40658.25	32050.43	35099.85	36002.7	32254.66	64337.97	40038.05	28875.8	60428.97	54868.13	37917.59
409	DC/15/0204/OUT	Land Adjacent To 110 Corton Long Lane Corton Lowestoft NR32 5HD	Outline Application - Sub division of garden to form 2no. detached houses with garages. Revised submission with more detail of trees and revised building locations	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31767.93	29053.84	44948.16	39914.35	31320.31	34307.47	35204.38	31509.32	63620.33	39253.47	28142.4	59870.95	54233.86	37184.61
410	DC/18/1366/FUL	4 North Road Southwold Suffolk IP18 6BG	Demolition of existing bungalow and redevelopment of the site for 3 residential dwellings, landscaping, new points of access into the site from North Road, car parking and associated infrastructure	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	11491.41	11038.78	26623.53	20810.87	13144.16	14183.71	14963.83	12454.15	44673.69	19223.22	10264.68	44850.86	37470.44	18488.23
411	DC/17/3564/FUL	The Old Hospital Field Stile Road Southwold Suffolk IP18 6LD	Change of use of Hospital to Community use with 9 dwellings. Demolition of 20th century additions to hospital building.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	11314.57	11088.82	26589.63	20741.91	13167.06	14030.46	14788.18	12365.78	44586.3	19074.47	10331.32	44919.26	37488.91	18452.85
412	DC/16/1581/RG3	Unit 20 Southwold Business Centre St Edmunds Road Southwold Suffolk IP18 6JU	Construction of 10no. houses and 10no. flats (Affordable Housing) with associated external works, including demolition of existing buildings	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	11310.53	10996.83	26527.26	20692.63	13084.15	14015.9	14783.92	12323.68	44544.68	19058.17	10234.03	44822.45	37408.22	18390.77
413	DC/16/1108/FUL	Sole Bay Terrace North Road Southwold Suffolk	Construction of four two-bedroom houses	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	11471.15	11012.4	26598.11	20786.28	13117.96	14162.24	14943.44	12430.19	44649.59	19201.49	10238.27	44824.44	37444.24	18462.86
414	DC/15/4928/FUL	Southwold Service Station Road Southwold Suffolk IP18 6BD	Construction of eight three-bedroom dwellings and one two-bedroom dwelling with associated car parking	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	11441.32	11002.33	26580.29	20765.27	13105.28	14134.22	14913.79	12407.34	44627.12	19173.9	10229.85	44816.65	37431.42	18444.8
415	DC/14/3669/COU	York Road Surgery York Road Southwold Suffolk IP18 6AN	Change of Use of GP surgery to 4no. self-contained flats	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	11096.08	10795.48	26310.36	20472.88	12876.44	13798.24	14569.24	12103.24	44324.25	18840.04	10037.2	44625.22	37199.28	18173.76
416	DC/14/2408/FUL	Land Adjacent 3 Blyth Road Southwold Suffolk	Construction of 2 No. Houses and 2 No. flats with associated car parking and works	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	11289.74	10871.47	26435.2	20616.24	12968.98	13981.81	14762.08	12256.65	44476.7	19021.42	10102.73	44690.59	37294.69	18299.42
417	DC/14/2157/FUL	The Cedars Field Stile Road Southwold Suffolk	Demolition of an existing building and erection of three town houses	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	11444.26	11334.08	26800.96	20936.59	13402.95	14175.97	14917.16	12551.78	44769.72	19221.89	10581.56	45168.27	37721.58	18664.24
418	DC/18/0274/FUL	Land And Building Adjacent The Shrubbery Clay Common Frostenden Suffolk	Construction of 2 detached dwellings, including change of use of land from agricultural to residential and demolition of existing agricultural building	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline	15049.74	11781.88	27774.03	22617.17	14057.27	17356.49	18151.96	14211.83	46379.12	22160.99	10872.1	44199.83	37662.68	19905.91
419	DC/19/0398/EIA	Land West Of Copperwheat Avenue Reydon Suffolk	EIA Screening Opinion - Proposed residential development (220 dwellings)	EIA not required (24/04/2019)	Tier 2	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline / cumulative	12051.46	10736.76	26576.78	20911.36	12927.99	14635.98	15497.39	12667.42	44814.63	19638.22	9907.52	44401.22	37211.87	18467.18
420	DC/17/3796/FUL	Rn Building Easton Lane Reydon Southwold IP18 6SS	Demolition of existing single storey building comprising artist studio/gallery. Erection of 2 no. single storey portable holiday let units with associated landscaping, parking & sewage treatment system.	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline	12852.56	12298.59	27972.45	22183.31	14438.63	15558.81	16326.15	13834.59	46052.53	20600.42	11500.14	46060.15	38760.77	19839.91
421	DC/17/2537/FUL	Land North Of Green Lane Reydon IP18 6PG	Development of 23 residential dwellings and an area of open space, together with associated landscaping, highways and engineering works	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	12386.76	11182.18	27009.94	21329.04	13370.21	14996.21	15841.98	13067.02	45230.1	20008.04	10354.42	44848.88	37657.8	18896.86
422	DC/16/3239/COU	1 Fountain Way Reydon Business Park Reydon Southwold Suffolk IP18 6DH	Change of use to provide 4 No. Rental Units, storage/restroom/office for Suzie's Cafe/Nick Haward (Southwold) Limited and a new cinery shop in rear section of existing unit	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	12466.11	11651.37	27385.16	21637.35	13808.74	15132.31	15935.32	13319.44	45523.17	20164.09	10843.06	45386.93	38122.77	19258.25
423	DC/15/0647/FUL	Site Adjacent To Pitches View Reydon Suffolk IP18 6PA	Construction of 6 No. bungalows, construction of a Sports and Community Centre and Multi Use Games Area, with associated access road and parking	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	12339.12	10914.43	26787.49	21145.57	13117.95	14913.5	15781.33	12907.26	45050.56	19910.51	10076.4	44535.47	37384.44	18684.72
424	DC/15/0431/FUL	Reydon Grove House Rissemere Lane East Reydon Southwold Suffolk IP18 6SN	Conversion of outbuildings to form 2 holiday lets and the construction of a cart shed	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	13143.26	11158.54	27143.12	21622.19	13404.88	15642.97	16552.61	13310.16	45521.28	20600.02	10288.59	44547.3	37560.09	19083.19
425	DC/16/1780/FUL	Land Adjacent Little Priory Church Street Wangford Suffolk	Construction of 8 No. houses	Refused - 18/07/2016 Appeal in progress	Tier 1	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline / cumulative	13003.55	9871.15	25903.29	20642.18	12149.82	15297.73	16124.96	12240.08	44455.3	20105.91	8967.08	42755.41	35998.76	17968.22
426	DC/18/3696/FUL	26 High Street Wrentham Beccles Suffolk NR34 7HB	Retain the existing front commercial unit and provide an apartment above (plot 6), convert the remaining part of the building to two residential units (plots 4 & 5), construct three detached residential units to the rear of the site (plots 1,2 & 3)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	17090.71	14777.73	30816.25	25444.37	17052.94	19602.07	20509.28	17072.12	49312.24	24552.92	13879.96	47564.78	40926.33	22831.47
427	DC/15/0712/FUL	Meadowlands Care Home Walker Gardens Wrentham Suffolk NR34 7HG	Construction of 24 houses including access road	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	16844.31	14463.88	30502.38	25143.4	16739.81	19340.09	20255.12	16766.84	49006.43	24282.13	13565.14	47237.54	40601.15	22523.76
428	DC/15/0553/FUL	Wren Business Centre Priory Road Wrentham Suffolk	Retain 10 No. Caravans for seasonal agricultural workers in their existing location	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	17480.39	15016.62	31052.71	25727.95	17294.39	19969.38	20888.28	17343.1	49579.3	24905.3	14114.8	47656.28	41087.24	23093.22
429	DC/14/2110/EIA	Land Adjacent Further Green Farm Uggeshall Suffolk	EIA Screening Application - Proposed Solar Farm	EIA not required	Tier 2	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline / cumulative	15878.51	11930.94	27744.84	22835.7	14173.5	18022.48	18557.33	14470.6	46426.07	22728.31	11023.59	43561.03	37290.3	20043.86
430	DC/17/0357/COU	Springfield Primes Lane Blyford Halesworth Suffolk IP19 9JS	Change of use of parcel of land to provide 2no. Holiday Log Cabin styled Caravans	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	12349.38	6637.26	21799.71	17303.1	8661.21	13761.36	13513.71	9269.21	40518.07	17986.12	5829.92	37464.26	31119.78	14408.17
431	DC/17/5423/FUL	Bluetile Farm Locks Road Brampton Beccles Suffolk NR34 8DX	Change of use from agricultural to three self-catering holiday units	Approved	Tier 1	Yes - within wider ZoI	Yes	No	No	n/a	No	No	n/a	17184.68	11720.62	26426.95	22266.95	13697.28	18788.53	18593.91	14349.79	45117.54	23071.35	10913.81	40626.71	35007.93	19344.93
432	DC/17/5090/FUL	Low Farm Locks Road Brampton Beccles Suffolk NR34 8DX	Use of land for the stationing of 4 X No. camping pods, installation of toilet block pod and erection of single-storey amenity building. Installation of package private sewage treatment plant. Extension to car park	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline	17377.11	11957.05	26691.29	22520.53	13943.58	19003.91	18832.2	14587.77	45382.67	23304.59	11145.59	40877.08	35271.09	19599.78

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
433	DC/17/1070/FUL	Land North East Of Woodside Brampton Suffolk	Construction of 6 no. 2 Storey 2 Bedroom Semi Detached dwellings and associated works inc off street parking and private drive	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline	16341.57	11695.87	27167.77	22548.65	13860.35	18272.41	18503.27	14308.9	45885.23	22832.09	10813.95	42348.35	36338.3	19688.48
434	DC/16/1725/EIA	Land South Of Southwold Road Stoven Suffolk	EIA Screening Opinion - Proposed pig building	EIA not required	Tier 2	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline / cumulative	15289.21	10997.76	26713.03	21898.64	13216.39	17321.08	17711.95	13572.33	45410.02	21957.73	10097.46	42411.83	36171.5	19079.48
435	DC/15/4496/COU	Brampton Village Hall Station Road Brampton Beccles Suffolk NR34 8EQ	Change of use from playing field to a caravan/camping site	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	16293.23	11530.23	26933.08	22361.34	13677.32	18180.56	18357.26	14150.68	45652.07	22711.16	10654.95	42029.85	36050.04	19492.05
436	DC/15/2618/FUL	Keens Reservoir Porters Farm Track Covehithe Suffolk	Installation of floating solar pv panels on existing irrigation reservoir	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	15611.25	14055.63	30025.62	24451.76	16298.13	18226.36	19070.18	16174.15	48357.28	23234.95	13186.97	47384.19	40453.39	21949.69
437	DC/18/2261/EIA	Bernard Matthews Scalesbrook Lane Holton Halesworth Suffolk IP19 8NJ	EIA Screening Opinion - The proposed development includes demolition of an existing poultry storage building and construction of up to 29,000 square metres of floorspace for use as a poultry slaughter and processing plant and associated parking	EIA not required	Tier 2	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline / cumulative	14265.29	8218.72	22687.05	18571.22	10086.66	15541.43	15045.2	10837.41	41384.83	19584.85	7520.09	37402.67	31465.62	15640.55
438	DC/18/1892/FUL	Springfield Fairview Road Holton Suffolk IP19 8QF	Construction of 3 no. dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	14012.52	7683.33	21890.16	17887.43	9497.13	15140.03	14446.72	10314.64	40575.38	19049.22	7103.39	36518.75	30589.88	14946.31
439	DC/19/0143/FUL	Community Sport Leisure Dairy Hill Halesworth Suffolk IP19 8JS	Development of land within the permitted development area for 4 No. two bedroom apartments with garage facilities	Withdrawn	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	13713.8	7206.64	21244.46	17300.11	8977.22	14735.96	13889.47	9837.45	39923.97	18551.74	6715.23	35882.85	29927.54	14353.73
440	DC/18/4940/COU	19-20 Thoroughfare Halesworth Suffolk IP19 8AH	Change of use from six flats and shop to six flats and house with associated works including demolition of single-storey structures, erection of two-storey rear extension, alterations to building and improved car parking facilities	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	13537.19	6905.23	20791.04	16897.39	8635.89	14480.81	13512.82	9529.99	39464.87	18221.22	6488.39	35422.37	29453.25	13947.43
441	DC/18/3336/FUL	36 Holton Road Halesworth Suffolk IP19 8HG	Construct 5 no. dwellings, including demolition of existing dwelling and alter existing doors to shop	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	12855.37	6605.8	21145.34	16949.94	8461.64	14004.27	13425.77	9230.84	39856.4	17976.01	5967.62	36311.42	30145.86	14021.7
442	DC/17/5341/FUL	10 Market Place Halesworth Suffolk IP19 8BA	Alterations to the first floor to create four hotel suites and night staff accommodation. Also alterations to the parking area to allow for the additional vehicles.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	13553.21	6870.37	20663.01	16805.21	8579.85	14463.61	13436.24	9490.39	39331.31	18168.12	6487.84	35250.32	29293.4	13853.43
443	DC/17/3981/OUT	Land South Of Chediston Street Halesworth Suffolk IP19 8TU	Outline Application (Some Matters Reserved) - Construction of up to 200 dwellings including car parking, open space provision with associated infrastructure and access	Approved	Tier 1	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline / cumulative	13695.99	6859.9	20295.3	16573.5	8489.46	14495.85	13263.91	9454.69	38939.31	18073.45	6593.93	34695.05	28795.74	13617.46
444	DC/17/1012/OUT	Part Land South Of Fairview Farm Norwich Road Halesworth Suffolk	Outline Application - Construction of 22 dwellings, associated parking including garages, and associated works	Approved Reserved matters application approved 14 June 2019 - DC/18/3449/ARM - under construction	Tier 1	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline / cumulative	14291.91	7941.01	22061.97	18107.5	9743.9	15411.49	14680.85	10572.86	40738.16	19303.37	7375.6	36556.59	30686.31	15163.31
445	DC/16/5410/OUT	Land North And East Of Hill Farm Road Halesworth Suffolk	Outline Application (with all matters other than means of access reserved) for residential development of up to 160 dwellings with the provision of a new meadow, additional site wide open space and landscaping, land to enable an extension to the existing cemetery and vehicular accesses off Hill Farm Road	Approved Superseded by DC/18/1281/ARM (under construction)	Tier 1	Yes. Scoped in for Soils and Agriculture and Traffic	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils and Agriculture and Traffic (over threshold for explicit inclusion for a TA (75HH), but not included explicitly in strategic modelling Reference Case because not specified by SCC).	n/a	Yes	Yes	future baseline / cumulative	13307	6944.49	21264.57	17184.4	8764.94	14405.16	13726.49	9575.54	39963.6	18311.6	6369.68	36174.53	30113.72	14248.11
446	DC/16/4287/COU	Caravan Park The Triple Plea Broadway Halesworth Suffolk	Change of use - Proposed Caravan/Camping site for 20 touring caravans and 5 camping pitches. With WC/Shower building and associated access roads and landscaping.	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	14609.69	8352.67	22527.45	18560.81	10172.72	15784.8	15123.6	10983.12	41203.01	19720.71	7747.88	36957.22	31128.4	15618.34
447	DC/16/0927/OUT	51 Old Station Road Halesworth Suffolk IP19 8JJ	Outline Application - Construction of a pair of semi detached houses on part of side garden	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	14296.51	7727.04	21527.25	17705.71	9463.34	15287.33	14334.59	10353.67	40181.52	19048.44	7278.69	35855.83	30031.36	14753.63
448	DC/16/0507/FUL	36 Holton Road Halesworth Suffolk IP19 8HG	Construction of 4no. dwellings and alterations to access and entrance doors to farm shop, including demolition of existing dwelling	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	12929.26	6689.43	21222.9	17033.02	8545.64	14084.61	13509.66	9314.26	39933.31	18059.58	6048.22	36363.1	30210.3	14104.55
449	DC/15/4851/FUL	Kerridge Ltd London Road Halesworth Suffolk IP19 8LR	Construction of 2 pairs of semi detached houses with garaging	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	13202.77	6417.86	20115.61	16270.3	8089.58	14038.76	12916.93	9026.34	38785.89	17679.07	6107.99	34799.48	28784.49	13317.28
450	DC/15/3221/OUT	Land Rear Of 34 48 Old Station Road Halesworth Suffolk	Outline Application - Construction of 15 Self/Custom Built Dwellings together with Estate Road Access; Plot Subdivision; Provision of Open Space and Landscaping	Approved	Tier 1	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline / cumulative	14395.61	7794.34	21515.65	17729.96	9516.64	15367.2	14372.23	10418.39	40162.26	19104.12	7366.26	35772.98	29975.72	14776.56
451	DC/15/2531/OUT	Kerridge Ltd London Road Halesworth Suffolk	Outline Application - Construction of 4no. houses and associated garages	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	13202.77	6417.86	20115.61	16270.3	8089.58	14038.76	12916.93	9026.34	38785.89	17679.07	6107.99	34799.48	28784.49	13317.28
452	DC/18/3273/FUL	37 And 39 Field Lane Kessingland Lowestoft Suffolk NR33 7QA	Demolition of an existing dwelling, construction of 8 single storey dwellings and creation of a new vehicular access.	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	21831.44	19841.77	35880.31	30488.7	22117.4	24442.97	25291.51	22129.21	54368.61	29442.35	18943.07	52373.07	45911.99	27892.46
453	DC/18/3259/FUL	Wood Cottages 229 Church Road Kessingland Lowestoft Suffolk NR33 7SF	Demolition of existing pair of semi-detached cottages, and construction of 1no pair of semi-detached cottages, and 1no detached chalet bungalow	Awaiting Decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	21250.63	19554.19	35583.41	30104.73	21822.1	23901.38	24719.4	21781.51	54003.59	28919.85	18663.71	52352.28	45758.32	27553.28
454	DC/18/1364/FUL	Former Ashley Garden Centre Site London Road Kessingland Suffolk NR33 7PL	Construction of 35 dwellings and new access road	Awaiting Decision	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	22208.26	20138.36	36175.68	30811.63	22415.46	24809.9	25665.55	22443.34	54683.51	29803.72	19237.52	52570.24	46158.22	28202.43
455	DC/17/2877/FUL	Land Off Market Place, Kessingland Market Place Kessingland NR33 7TE	Construction of 4 new dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	21380.79	19227.25	35263.68	29913.75	21504.77	23962.96	24831.25	21540.32	53779.98	28947.08	18325.71	51668.75	45241.93	27296.79
456	DC/16/2896/FUL	The Kings Head 66 High Street Kessingland Lowestoft Suffolk NR33 7QF	Conversion of former kings head public house to 3 dwellings and erection of 5 additional dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	21532.34	19423.66	35460.99	30099.99	21700.77	24122.93	24985.79	21730.04	53970.14	29111.52	18522.83	51887.05	45452.62	27488.49
457	DC/16/2868/FUL	Manor Farm Church Road Kessingland Lowestoft Suffolk NR33 7SJ	Construction of a 60no. bed care home (use class C2) with associated car parking, refuse and external landscaping	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	21134.21	19175.85	35214.04	29805.55	21450.17	23745.46	24594.02	21451.47	53689.44	28745.39	18278.82	51793.9	45284.99	27216.9

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
458	DC/15/0217/FUL	Part Land North Of Alandale Drive Kessingland Suffolk	Construction of 2 No. holiday bungalows	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	21278.31	19599.7	35627.94	30144.78	21867.11	23931.76	24747.53	21823.83	54044.33	28951.36	18709.67	52407.98	45809.18	27595.83
459	DC/14/2523/COU	28 High Street Kessingland Lowestoft Suffolk NR33 7QQ	Change of use of residential dwelling house to 2 self contained flats	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	21417.64	19273.71	35310.34	29958.1	21551.16	24001.65	24868.77	21585.39	53825.17	28986.76	18372.32	51719.47	45291.28	27342.29
460	DC/14/0046/FUL	Land Off A12 Romany Lane Kessingland Suffolk	Provision of four travellers pitches with associated service rooms and refurbishment and extension of existing office and communal space	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22974.77	20793.94	36825.57	31503.77	23072.39	25563.83	26428.12	23124.25	55361.7	30549.93	19890.29	53058.31	46728.73	28875.79
461	DC/18/3443/FUL	Grange Farm Tinkers Lane Henstead Beccles Suffolk NR34 7LB	Conversion of redundant agricultural buildings into 3 dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	20862.57	17696.23	33605.89	28568.81	19961.54	23252.63	24127.09	20167.28	52264.71	28104.51	16784.84	49237.15	43143.34	25826.99
462	DC/15/2049/COU	Touring Site Sotterley End Farm Sotterley Road Henstead Beccles Suffolk NR34 7NQ	Change of use of land to a Holiday Touring site with 15 No. touring pitches, an open camping area and associated infrastructure	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	18936.76	15534.64	31419.79	26421.41	17794.83	21266.45	22028.18	18026.77	50086.16	26069.22	14623.69	47120.96	40963.49	23663.56
463	DC/14/2112/EIA	White House Farm Church Road Henstead	EIA Screening Application - Proposed Solar Farm	EIA not required	Tier 2	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	20268.45	16945.68	32824.69	27831.61	19205.77	22627.29	23427.85	19435.83	51494.74	27447.94	16034.72	48396.73	42318.17	25074.59
464	DC/16/4494/FUL	8 The Street Wissett IP19 0JE	Change of use to caravan park for three static caravans for tourist use	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	16139.49	9302.03	22049.86	18721.83	10875.57	16946.39	15531.8	11879.14	40555.01	20427.84	9046.08	35232.06	29868.89	15768.91
465	DC/19/0061/FUL	Spexhall Hall Road Spexhall Halesworth Suffolk IP19 0RR	Demolish redundant agricultural building and build 2.No residential dwellings. Also, to convert and extend the existing brick building to create 3no dwellings in total	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	17381.86	10905.5	24219.3	20726.1	12621.63	18456.78	17434.12	13530.59	42751.85	22210.9	10432.99	37286.08	32052.67	17769.29
466	DC/18/0051/FUL	Spexhall Hall Road Spexhall Halesworth Suffolk IP19 0RR	Demolish redundant agricultural building and build 2No. Four bedroom houses within the existing envelope. Also to convert and extend the existing brick building, demolishing the adjacent agricultural building to allow for a further residential building to be built as a mirror image of the existing brick building with its new extension	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	17381.86	10905.5	24219.3	20726.1	12621.63	18456.78	17434.12	13530.59	42751.85	22210.9	10432.99	37286.08	32052.67	17769.29
467	DC/16/4723/PN3	Agricultural Building Spexhall Hall Road Spexhall Halesworth Suffolk IP19 0RR	Prior Notification - Change of Use of agricultural barn into 3no domestic residential units	Prior Approval Not Required	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline	17016.53	10703.86	24362.36	20707.24	12474.1	18187.71	17354.16	13335.54	42947.03	22052.07	10150.96	37762.53	32402.81	17752.43
468	DC/16/1351/FUL	Rookyards Stone Street Spexhall Halesworth Suffolk IP19 0RN	Conversion of two outbuildings to 2no. holiday cottages	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	17759.01	11514.96	25157.97	21532.25	13294.29	18975.55	18179.72	14146.96	43724.98	22869.02	10938.62	38340.94	33094.55	18577.22
469	DC/19/0347/PN3	Red House Farm Halesworth Road Redisham Beccles Suffolk NR34 8NF	Prior Notification - Change of Use of an agricultural building to 2no, dwelling houses (C3) with building operations	Prior approval required (15/05/2019)	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline	19029.44	13263.2	27371.95	23545.38	15126.77	20500.43	20089.86	15878.98	45982.21	24626.36	12523.43	40641.1	35429.16	20600.72
470	DC/19/0417/PN3	Red House Farm Halesworth Road Redisham Beccles Suffolk NR34 8NF	Prior Notification - Change of Use of an agricultural building to 4no, dwelling houses (C3) with building operations	Refused	Tier 1	Yes. Soils & Agriculture	No	No	n/a	n/a	No	No	n/a	19029.44	13263.2	27371.95	23545.38	15126.77	20500.43	20089.86	15878.98	45982.21	24626.36	12523.43	40641.1	35429.16	20600.72
471	DC/14/0904/FUL	Woodlands Halesworth Road Redisham Beccles NR34 8NF	Construction of 2 no. detached houses with detached garages, including demolition of existing garage	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline	19068.84	13393.1	27598.6	23720.57	15269.92	20581.47	20223.84	16002.12	46221.98	24747.6	12625.65	40954.98	35713.89	20779.57
472	DC/17/2574/FUL	Sunnyways London Road Gisleham Lowestoft Suffolk NR33 7QW	Proposed pair of semi detached bungalows with rooms in the roofspace incorporating dormer windows	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	24207.23	22007.01	38033.59	32732.4	24285.76	26800.8	27662.42	24348.95	56583.71	31788.17	21102.07	54137.94	47881	30096.62
473	DC/16/2940/OUT	Pakefield Hall London Road Gisleham Lowestoft Suffolk NR33 7PG	Outline Application - Extension and alterations to existing buildings to create 14no holiday cottages and associated facilities	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	23889.78	21721.47	37751.14	32436.33	24000.07	26486.6	27345.96	24055.87	56292.63	31476.1	20817.27	53911.78	47625.61	29806.27
474	DC/19/0037/OUT	Site Adjacent To Primrose Cottage The Street Rumburgh Suffolk	Construction of three dwellings	Withdrawn	Tier 1	Yes. Soils & Agriculture	No	No	n/a	n/a	No	No	n/a	18563.15	11842.99	24378	21248.55	13444.6	19472.14	18095.34	14434.89	42758.82	23000.59	11513.67	36592.11	31698.05	18300.48
475	DC/15/4582/EIA	Ilketshall Hall Halesworth Road Ilketshall St Lawrence Beccles Suffolk NR34 8NH	EIA Screening Opinion - Additional poultry houses, implement store, cold store and biomass boiler	EIA required	Tier 2	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	21424.4	15206.09	28382.25	25065.6	16958.56	22680.08	21788.26	17837.23	46785.56	26544.03	14643.36	40251.52	35638.48	22109.21
476	DC/15/4799/SCO	Green Farm The Green Ilketshall St Lawrence Beccles Suffolk NR34 8NQ	EIA - Scoping Opinion - Expansion of existing pig rearing unit	Pre-App Advice	Tier 3	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	20081.26	13741.61	26873	23543.79	15471.17	21257.72	20278.28	16369.99	45303.37	25059.99	13222.34	39044.9	34260.07	20587.64
477	DC/14/1429/FUL	Elm Farm St James Lane South Elmham St James Halesworth Suffolk IP19 0HR	Demolition of redundant former agricultural outbuilding and construction of a new pool-house, demolition of redundant former agricultural outbuilding and construction of 2 No. holiday let units and hard & soft landscaping to provide site designation for amenity division & parking	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	20210.22	13105.39	23007.92	20901.66	14280.3	20637.96	18257.04	15003.64	40817.69	23383.31	13176.61	33185.3	29003.15	18091.06
478	DC/19/0132/FUL	Abbey Farm St Margarets Road South Elmham All Saints Halesworth Suffolk IP19 0PB	To erect two log cabins for use as holiday accommodation	Withdrawn	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	21800.18	14789.05	25554.75	23244.73	16160.61	22425.43	20417.84	17076.55	43425.44	25492.84	14687.92	35572.89	31581.56	20366.39
479	DC/18/2231/FUL	Land At Fallowfields Oulton Suffolk	Construction of 30 dwellings and new access road	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	30067.39	27189.25	43053.57	38064.9	29451.36	32569.55	33486.87	29662.61	61736.11	37490.64	26278.01	57936.58	52298.84	35319.3
480	DC/16/4174/FUL	3 Mobbs Cottages Hall Lane Oulton Lowestoft Suffolk NR32 5DH	Split existing dwelling back into two dwellings, single storey rear extension and new front porch to match existing	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	29446.37	26432.56	42262.21	37319.86	28689.57	31919.07	32851.29	28922.31	60954.54	36818.98	25521.86	57049.18	51447.15	34559.68
481	DC/16/1730/OUT	7 Cyprus Cottages Church Lane Oulton Suffolk	Outline Application (with some matters reserved) - Construction of 2 detached dwellings	Approved following appeal	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	28420.19	25294.62	41100.43	36188.44	27547.67	30865.22	31779.23	27795.65	59797.76	35745.43	24384.5	55865.29	50260.27	33418.42
482	DC/15/2504/OUT	3 Hall Lane Oulton Lowestoft Suffolk NR32 3AT	Outline Application - Construction of 2no. bungalows, including demolition of existing bungalow	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	29370.24	26457.11	42318.52	37334.67	28718.61	31862.66	32784.89	28933.03	61001.63	36777.46	25545.93	57227.73	51570.1	34586.9
483	DC/14/3512/OUT	Land Adjacent 6 Flixton View Oulton Suffolk	Outline Application - Construction of 4no. dwellings	Refused - 15/12/2014 Appeal lodged	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	29972.91	26974.39	42802.78	37861.49	29231.41	32450.93	33380.64	29463.74	61495.74	37354.14	26063.68	57555.68	51975.21	35101.52

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
484	DC/18/1311/FUL	Manor Farm The Manor House Estate Bawdsey IP12 3AL	Residential development consisting of 12no. new dwellings (including 8no. affordable homes)	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	24472.95	29713.9	16209.66	18664.51	28539.35	24024.21	23357.64	26227.29	10378.82	20086.46	31432.94	27332.91	19565.93	22825.4
485	DC/17/4908/FUL	Bawdsey Manor Bawdsey Manor Estate Bawdsey Woodbridge Suffolk IP12 3BH	Provision of 53 No. 5.6m by 6m concrete bases for the siting of tents, plus alterations and conversion of Squash Courts to associated ablution block.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	27006.03	32228.78	18413.08	21124.17	31052.65	26564.69	25866.7	28766.24	9821.2	22627.04	33953.88	27929.22	20740.23	25312.83
486	DC/15/4157/OUT	School Lane Bawdsey Suffolk	Use of land for the erection of 13 new residential units, with associated vehicular access. New parking and drop-off area for Bawdsey Primary School.	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	24981.89	30336.79	16956.06	19336.86	29164.44	24571.63	23988.98	26759.59	10718.08	20628.65	32047.28	27962.4	20277.27	23477.11
487	DC/18/4196/FUL	Bawdsey Radar Trust Transmitter Block Bawdsey Manor Estate Bawdsey Woodbridge Suffolk IP12 3BA	Installation of a 24 metre lattice tower onto which radios will be affixed to enable improved internet connectivity in the surrounding area. The tower will have mains power to a cabinet on a concrete base on which the tower will be bolted. The tower will be enclosed by a 2 metre tall security fence.	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	26619.07	31949.26	18341.86	20903.93	30775.46	26209.2	25595.56	28397.9	10357.1	22266.85	33664.88	28314.38	20995.77	25066.76
488	DC/16/0551/ARM	Glebe House Residential Home Rectory Road Hollesley Suffolk IP12 3JS	Proposed erection of 9 dwellings; Change of use of managers accommodation to a single dwelling and creation of new access to Glebe House Residential Home.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	21153.18	25833.85	11966.78	14612.26	24652.9	20515.98	19460.49	22743.45	10431.96	16592.63	27585.21	24706.99	16273.53	18843.47
489	DC/14/3533/FUL	Heath Dairy Farm Melton Road Hollesley Suffolk IP12 3LB	Erection of 9 Dwellings with associated access, parking and landscaping.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	19320.26	24437.34	11665.43	13472.47	23263.95	18796.49	18086.49	21023.3	12664.95	14857.27	26153.39	26213.7	17458.64	17580.52
490	DC/18/0046/FUL	Land To Rear Of London House The Knoll Alderton Suffolk IP12 3BS	Proposed Cattery Units	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	23506.59	28609.88	15014.83	17513.52	27433.27	23009.93	22246.45	25230.31	10219.36	19070.52	30337.74	26554.69	18601.24	21693.23
491	DC/16/2883/OUT	Land Adjacent To 45 And 50 Watson Way Alderton Suffolk	Erection of a maximum of 10 dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	23334.58	28517.77	15076.01	17464.43	27342.73	22861.25	22159.82	25072.99	10575.24	18922.3	30239.07	26857.68	18854.64	21624.79
492	DC/18/2026/FUL	Plough Inn Main Road Sutton Suffolk IP12 3DU	Proposed erection of two pairs of semi detached dwellings with associated garaging, formation of vehicular access to Main Road, and re-organisation of Public House car park	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	21822.78	25475.66	10237.17	14063.72	24286.72	20925.97	19176.39	22284.94	8503.4	17134.85	27273.62	21223.03	12868.08	18367.91
493	DC/14/0419/FUL	Home Whin Farm Broxtead Estate Sutton Suffolk	Erection of a shared electronic communications base station comprising a 25m high lattice mast, six antennas, two 0.6m DIA dishes and six ground based radio equipment cabinets installed within a fenced compound.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	21473.12	25716	11194.3	14366.44	24533.34	20719.62	19355.89	22597.41	9403.23	16837.99	27491.42	23185.67	14803.71	18652.75
494	DC/18/4794/FUL	Lindley House 28 Leopold Road Felixstowe Suffolk IP11 7NP	This relates to a previous application DC/17/4377/FUL. Whereby approval was granted of the sub-division of 28 Lindley House to form 4 residential flats. Demolition of an outhouse in the rear of the property was included in this scheme. This Proposal seeks to retain the outhouse to rear of the site for use as an additional residential dwelling at first floor.	Refused	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31787.78	36596.19	21872.81	25291.84	35414.06	31244.89	30224.34	33484.64	8431.96	27308.68	38356.57	27664.54	21870.67	29564.78
495	DC/18/3717/FUL	The Dip Cliff Road Felixstowe Suffolk	Provision of 17 New Beach huts on boat park area and the construction of a water sports parking area through the creation of a hardstanding (as local authority permitted development works)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	29676.25	34755.02	20508.32	23555	33575.72	29203.16	28383.94	31417.97	9256.25	25263.83	36494.98	28157.75	21670.22	27785.91
496	DC/18/3546/VOC	1 & 3 Margaret Street Felixstowe Suffolk IP11 9EL	Proposed two dwellings on land to the rear of 1 & 3 Margaret Street, Fronting James Boden Close Felixstowe.	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	31675.75	36277.31	21322.95	24926.09	35094.62	31075.39	29913.04	33160.23	7358.74	27147.74	38049.22	26600.85	20929.04	29216.02
497	DC/18/3173/FUL	Proposed Cafe/Restaurant Coastguard Walk Felixstowe Suffolk	To create a new beach cafe along with a meeting events space with associated landscaping, including stopping up of existing vehicular entrance and construction of new vehicular access off Orford Road.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	33337.39	38109.04	23269.27	26786.67	36926.62	32789.71	31738.88	35012.21	8940.82	28854.22	39873.13	28162.79	22781.19	31066.68
498	DC/18/2874/FUL	Road Transport Depot Fagbury Road The Docks Felixstowe IP11 4HQ	Erection of new office building (154m2) and workshop (201m2)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	33166.24	37556.54	22324.61	26167.2	36374.46	32515.24	31208.64	34406.19	7029.38	28600.19	39339.95	26184.68	21074.41	30469.32
499	DC/18/2642/CLE	Unit 11 Haven Exchange Walton Avenue Felixstowe Suffolk IP11 2QZ	Distribution Centre	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	32833.23	37499.23	22563.08	26155.69	36316.58	32254.66	31132.83	34387.9	8169.33	28323.33	39268.8	27404.05	21983.93	30443.15
500	DC/18/2537/FUL	Part Rear Gardens And Part Of Allotment Site Rear Of 62 To 80 High Road West Felixstowe Suffolk	Proposed erection of 5 bungalows (for people 55 years and over) with associated private drive, parking and external works.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31183.49	35943.21	21193.38	24630.05	34760.91	30624.7	29572.28	32851.68	7981.66	26690.22	37705.84	27177.78	21264.87	28906.1
501	DC/18/1993/FUL	Plots 1, 2, 9, 10 And 11 Land West Of Ferry Road Residential Centre Ferry Road Felixstowe Suffolk	Creation of 5 no. three and four bedroom detached houses plus associated driveways and parking that take access from Ferry Road (re-plan of the scheme approved as part of the reserved matters for the wider site)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	29600.59	34536.29	20100.92	23286.24	33355.4	29085.38	28162.96	31315.18	8521.4	25146.81	36286.08	27433.11	21009.09	27537.21
502	DC/18/1958/FUL	Land Between Treetops And Candlet Road Felixstowe Suffolk	Proposed development of the land between Treetops and Candlet Road to construct a total of 3 new dwelling houses with associated hard and soft landscaping including new access road from Treetops.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	30893.21	35472.93	20532.7	24121.16	34290.24	30283.87	29109.02	32355.32	7003.98	26357.87	37245.2	26194.08	20325.95	28411.13
503	DC/18/1834/OUT	Police Station 32 High Road West Felixstowe Suffolk IP11 9JE	Hybrid application seeking full change of use to convert existing Police buildings into 18 dwellings with access, and outline for two new dwellings and demolition of existing garage block	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	31191.41	35959.71	21219.65	24648.69	34777.44	30635.04	29588.56	32869.51	8027.24	26700.26	37721.85	27222.98	21306.2	28923.94
504	DC/17/3967/FUL	Site Of The Former Cavendish Hotel Sea Road Felixstowe Suffolk	Erection of building containing 48 flats over ground floor commercial units. Erection of 11 houses (includes new private access road, parking and external works).	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	33161.19	37930.39	23095.6	26608.34	36747.98	32612.23	31560.22	34833.73	8838.75	28676.85	39694.46	28069.51	22647.44	30888.2
505	DC/17/2554/FUL	Bath Road Felixstowe Suffolk	Four houses in one block with associated landscaping, parking and amenity spaces.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31327.98	36251.28	21694.08	24982.96	35069.97	30815.99	29877.9	33045.3	8857.29	26877.39	38003.94	28044.46	22054.53	29241.96
506	DC/17/1504/FUL	101 Bath Road Felixstowe IP11 7JW	Proposed conversion of 1 No. HMO comprising of 8 No. bedsits and 1 No. 1 bed flat to 5 No. residential flats, 101 Bath Road, Felixstowe	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31093.85	36002.88	21440.86	24731.95	34821.49	30576.89	29629.54	32807.82	8711.31	26638.54	37756.2	27877.34	21839.78	28991.87
507	DC/17/0547/FUL	13 Bacton Road Felixstowe IP11 7PZ	Severance of side garden to 13 Bacton Road, Felixstowe for construction of apartments consisting of three two bedroom units	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	32267.78	37031.21	22230.99	25712.57	35848.83	31714.07	30660.74	33936.53	8395.9	27779.13	38794.75	27644.34	22005.03	29990.96

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
508	DC/16/3358/TEL	Proposed Telecommunications Box Laurel Farm Marsh Lane Felixstowe Suffolk IP11 9RN	The proposal relates to the proposed installation of telecommunications base station. The proposed installation is a 17.5m monopole, supporting 6 no antenna, together with associated cabinets and ancillary development thereto.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	29256.1	34132.55	19642.98	22866.61	32951.2	28722.42	27759.2	30958.3	8187.81	24785.04	35885.76	27026.89	20549.13	27123.69
509	DC/16/2778/OUT	Land North Of Walton High Street Felixstowe Suffolk	Hybrid application seeking outline planning permission for demolition of existing buildings and phased construction of up to 385 dwellings, associated infrastructure, new public open space and a new link road and linear park between Walton High Street and Candlet Road with all matters reserved except access and full planning permission and listed building consent for demolition of existing buildings and conversion of curtilage listed stables to B1 business use, associated infrastructure and enhancements to the curtilage of 362 High Street	Approved	Tier 1	Yes. Scoped in for Amenity & Recreation, Landscape & Visual and Traffic	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual and Traffic (over threshold for explicit inclusion for a TA (75HH), but not included explicitly in strategic modelling Reference Case because not specified by SCC).	n/a	Yes	Yes	future baseline / cumulative	30966.03	35462.98	20430.08	24095.92	34280.37	30334.76	29104.03	32333.51	6618.32	26413.84	37239.49	25825.11	20032.41	28391.1
510	DC/16/0135/OUT	Land At Junction Of Garrison Lane And High Road West Felixstowe Suffolk	Residential development of 12 units (8 dwellings and 4 flats), alterations to existing vehicular access, and associated external works and parking.	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	31357.55	36096.29	21312.64	24776.86	34913.88	30793.6	29726.07	33000.85	7931.17	26859.82	37860.32	27144.25	21290.79	29055.29
511	DC/15/4360/DRC	Adastral Close Felixstowe Suffolk	Development of 13 No New Dwellings plus Parking and Amenity Space	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	33897.62	38604.72	23669.08	27265.07	37422.1	33333.97	32237.28	35496.32	8931.29	29400.56	40373	28096.91	22904.77	31551.36
512	DC/15/5133/FUL	Felixstowe Beach Holiday Park Walton Avenue Felixstowe Suffolk IP11 2HA	Siting a 45ft container to house a 240kw biomass system, buffer vessels, automated feed system and flues. underground district heating pipe. the application is of moderate scale versus existing buildings on the site. Co2 emissions would reduce by 84 tonnes per annum.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	33061.28	37736.8	22801.25	26394.2	36554.16	32486.13	31370.14	34626.18	8328.41	28554.29	39506.07	27552.69	22181.95	30681.37
513	DC/15/4268/FUL	3 Margaret Street Felixstowe Suffolk	Proposed two dwellings on land to the rear of 1 & 3 Margaret Street fronting James Boden Close, Felixtsowe	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31676.73	36277.93	21323.13	24926.64	35095.24	31076.27	29913.68	33160.79	7357.33	27148.64	38049.86	26599.49	20928.2	29216.59
514	DC/15/2471/FUL	23 And 25 Crescent Road Felixstowe Suffolk IP11 7PD	Proposed 3 storey block of 18 flats over ground floor retail space including the demolition of existing buildings.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31666.62	36482.91	21775.2	25181.41	35300.83	31125.5	30110.84	33364.64	8427.53	27189.1	38242.68	27652.99	21822.98	29453.24
515	DC/15/2576/FUL	Land Off Dock Road The Docks Felixstowe Suffolk	Erection of 4no. buildings for use for storage and distribution purposes (Use Class B8) with associated access, parking, drainage and landscape works.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	33585.44	38167.48	23110.59	26804.8	36984.82	32986.72	31806.17	35041.8	8158.3	29059.14	39942.14	27320.88	22158.92	31098.87
516	DC/15/1671/AME	Garage And Parking Area Rear Of 2 To 16 Philip Avenue Felixstowe Suffolk	Construction of 11 Dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	32762.65	37361.02	22354.74	26004.47	36178.34	32165.45	30997.97	34240.07	7805.94	28237.41	39134.12	27036.91	21652.33	30296.4
517	DC/15/1485/FUL	67 Cliff Road Felixstowe Suffolk IP11 9SQ	Demolition of existing house and garage. Construction of two dwellings with garages and access to Cliff Road	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	29993.47	35048.34	20746.86	23836.13	33868.65	29514.59	28676.5	31731.66	9189.84	25575.2	36790.43	28161.66	21763.77	28072.19
518	DC/15/1324/FUL	Land Off Fagbury Road Felixstowe Suffolk IP11 4HF	Erection of new office block (828m2) and formalisation (white lining) of adjacent car parking area. Re-submission of withdrawn application DC/15/0727/FUL (PP-04000611)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	33079.46	37475.26	22251.76	26086.79	36293.15	32429.59	31126.76	34325.88	7007.31	28514.19	39258.36	26174.47	21036.27	30388.67
519	DC/15/1128/OUT	Land At Candlet Road Felixstowe	Application for Outline Planning Permission for up to 560 dwellings, including a Local Community Centre, a 60 Bedroom extra Care Home and 50 assisted Assisted Living Units, 2 small Business Units and open space provision with associated Infrastructure.	Approved	Tier 1	Yes. Scoped in for Amenity & Recreation, Landscape & Visual and Traffic	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual and Traffic (over threshold for explicit inclusion for a TA (75HH), but not included explicitly in strategic modelling Reference Case because not specified by SCC).	n/a	Yes	Yes	future baseline / cumulative	30442.23	35104.72	20281.27	23772.78	33922.15	29853.61	28736.57	32000.89	7305.1	25923.49	36872.09	26425.05	20381.43	28055.56
520	DC/15/0931/FUL	Land North East Of 66 Adastral Close Felixstowe Suffolk	Development of 13 No New Dwellings plus Parking and Amenity Space	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	33895.33	38602.86	23667.79	27263.31	37420.25	33331.79	32235.41	35494.53	8932.07	29398.36	40371.11	28098.03	22904.96	31549.57
521	DC/15/0151/FUL	North Sea Hotel Sea Road Felixstowe Suffolk IP11 2A	Demolition of vacant nightclub premises and the erection of new building with commercial floorspace on the ground floor and 21 self-contained flats over.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	32457.73	37243.18	22459.53	25928.93	36060.88	31910.84	30872.18	34151.33	8587.87	27975.14	39005.61	27836.84	22228.05	30205.75
522	DC/14/3432/OUT	Penfold Road Felixstowe Suffolk IP11 7BP	Demolition of existing building and construction of 5 dwellings with access and garaging (Outline)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31441.68	36255.38	21556.38	24954.65	35073.31	30898.99	29883.28	33138.56	8336.5	26962.71	38015.06	27547.36	21662.61	29226.11
523	DC/14/3431/FUL	Garage And Parking Area Rear Of 2 To 16 Philip Avenue Felixstowe Suffolk	Construction of 11 Dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	32762.75	37360.7	22353.96	26004.07	36178.02	32165.43	30997.67	34239.69	7803.93	28237.42	39133.82	27034.85	21650.63	30296.02
524	DC/14/0358/FUL	Land At Parsonage Close Felixstowe Suffolk	Erection of four single-storey dwellings.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	32335.58	36907.64	21891.72	25548.01	35724.97	31729.73	30545.65	33784.26	7480.43	27803.33	38681.7	26725.64	21250.99	29840.91
525	DC/14/0060/OUT	19 Cliff Road Felixstowe Suffolk IP11 9PJ	Outline application for one dwelling on land to the East and one dwelling on land to the West of 19 Cliff Road.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	30354.22	35363.28	20976.12	24131.2	34182.98	29863.33	28990.48	32084.88	9030.12	25923.99	37109.03	28076.38	21793.15	28375.45
526	0202/15	Hattens Farm Fressingfield Road Metfield	Conversion of redundant barns to 2 No. two bedroom dwellinghouses including demolition of existing lean-to structures. Erection of single storey extension. Landscaping for private drive access and garden amenity. Installation of package treatment plants	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	21519.88	14461.37	22143.44	20796.15	15289.11	21660.91	18661.98	15666.19	39335.57	23816.04	14754.48	30631.78	27020.55	18233.2
527	3501/16	Land To The North Of Midnight Mill Harleston Hill Fressingfield IP21 5PE	Erection of three dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22727.05	15961.08	20645.33	20151.14	16312.14	22312.36	18851.12	16296.46	36894.76	23890.39	16496.88	27097.88	24095.05	18115.19
528	DC/18/04699	Pear Tree House Laxfield Road Fressingfield Eye Suffolk IP21 5TA	Planning Application. Change of use and conversion of agricultural buildings to form events/conference facility (Use Class D1) with office and kitchen space, and 4no. holiday units (use class C3). Creation of landscaping, parking and revised vehicular access.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	19692.38	13275.07	17387.26	16769.02	13353.3	19132.35	15560.45	13166.81	34138.81	20556.31	13955.08	25780.67	21782.29	14767.63
529	DC/18/02633	Land At Bickers Hill Laxfield IP13 8EZ	Outline Planning Application (some matters reserved) - Erection of up to 5 No. dwellings including access.	Awaiting Decision	Tier 1	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils and agriculture.	n/a	Yes	Yes	future baseline / cumulative	16870.56	10846.79	14774.41	13865.98	10645.83	16204.75	12569.58	10299.89	32158.58	17548.84	11661.31	25444.34	20436.78	11759
530	3642/16	Land On West Side Of Bickers Hill Road Laxfield	Erection of up to 10no. 2 storey dwellings and construction of access road	Approved	Tier 1	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils and agriculture.	n/a	Yes	Yes	future baseline / cumulative	16999.77	10912.49	14996.31	14079.51	10752.19	16356.34	12741.26	10436.09	32369.53	17732.27	11711	25574.63	20620.13	11945.55
531	2776/16	Land To The West Of 30 Noyes Avenue Laxfield	Erection of 2 No. dwellings and 4 No. flats and associated parking. Installation of photovoltaic panels. Erection of screen walling and fencing. Alteration to vehicular access and new vehicular access to car parking.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	17042.9	11117.35	14603.17	13792.44	10859.99	16332.42	12650.97	10461.29	31888.96	17595.28	11950.04	25072.15	20104.53	11798.46

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
532	3079/15	Land Adjacent To Mill Road Laxfield Suffolk	Erection of 12no dwellings (comprising 8 affordable homes and 4 general market dwellings) associated works, including car parking, garaging, foul water pumping station, new access and footpath cross over (re-submission of 1098/15).	Approved	Tier 1	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils and agriculture.	n/a	Yes	Yes	future baseline / cumulative	17068.25	11240.48	14371.09	13624	10927.18	16318.72	12600.33	10475.72	31604.5	17514.37	12091.23	24779.19	19801.04	11714.8
533	3997/14	Land Off Noyes Avenue Laxfield	Erection of 2 no. dwellings and 4 No flats and associated parking. Installation of solar panels. Erection of screen wall and fencing. Alteration to vehicular access.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	17042	11117.08	14601.2	13790.63	10859.34	16331.3	12649.65	10460.34	31886.99	17593.82	11949.91	25070.77	20102.74	11796.98
534	DC/19/01441	Land To The Rear Of Suffolk House High Street Laxfield Suffolk	Outline Planning Application (some matters reserved) - Erection of 3 No. dwellings to include scale and access (re-submission of refused application DC/18/01304).	Approved	Tier 1	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils and agriculture.	n/a	Yes	Yes	future baseline / cumulative	17124.65	11137.71	14795.55	13967.07	10917.73	16436.37	12774.94	10548.35	32083.3	17733.3	11956.43	25212.95	20283.73	11938.59
535	DC/19/00156	Land To The East Of Mill Road Laxfield Suffolk	Full Planning Application - Erection of 13no. dwellings (comprising 9no. open market dwellings and 4no. affordable dwellings) associated works including car parking and garaging	Approved	Tier 1	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils and agriculture.	n/a	Yes	Yes	future baseline / cumulative	17072.9	11209.17	14462.19	13695	10916.4	16337.2	12631.53	10485.02	31710.22	17556.23	12053.84	24878.94	19909.57	11757.33
536	DC/19/00038	Land To The East Of Mill Road Laxfield Suffolk	Full Planning Application - Erection of 4 no. dwellings, garages and new access.	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils and agriculture.	n/a	Yes	Yes	future baseline	17171.91	11350.19	14402.2	13683.23	11034.92	16416.97	12692.11	10577.86	31598.02	17599.3	12200.78	24708.33	19763.96	11799.43
537	DC/19/00047	Land On West Side Of Bickers Hill Road Laxfield Suffolk	Full Application - Erection of 13no. dwellings (including 3no. affordable homes)	Refused	Tier 1	Yes - within wider ZoI	No	Yes	No	n/a	No	No	n/a	16999.77	10912.49	14996.31	14079.51	10752.19	16356.34	12741.26	10436.09	32369.53	17732.27	11711	25574.63	20620.13	11945.55
538	DC/19/01343	Land North Of The Street Stradbroke Eye Suffolk IP21 5JX	Outline Planning Application (Access to be considered) - Erection of 28no. dwellings and garages including creation of vehicular access.	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	23159.44	17237.81	18208.97	18515.13	17034.51	22319.4	18470.44	16551.49	33235.11	23173.33	18010.74	22704.2	20079.35	17415.02
539	DC/19/00022	Land To The South Of New Street Stradbroke Suffolk	Outline Planning Application (Access to be considered) Erection of up to 60no dwellings and construction of access to New Street.	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	23769.16	18018.69	18171.36	18696.17	17728.06	22851.83	18943.59	17154.04	32734.42	23549.36	18822.55	21791.31	19446.63	17829.8
540	DC/18/01335	Hillcrest New Street Stradbroke Eye Suffolk IP21 5JJ	Full Planning Application- Erection of 2 No. detached dwellings and associated garage buildings with alterations to existing vehicular access (existing dwelling and garage to be removed).	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	23978.29	18210.75	18368.45	18907.12	17930.34	23064.7	19158.44	17363.28	32867.92	23764.76	19009.95	21809.07	19554.26	18045.1
541	DC/17/06203	Land Formally Known As Mark Peacock Landrover Neaves Lane Stradbroke IP21 5JE	Planning Application - Erection of 6 No. single storey dwellings and garages	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	23181.51	17320.17	18056.54	18413.81	17084.21	22316.62	18449.48	16569.92	32999.43	23124.58	18105.61	22435.15	19825.66	17375.99
542	4005/14	Grove Farm Queen Street Stradbroke	Erection of 44 dwellings together with associated garages, hardstanding drainage and infrastructure including new accesses	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	23632.82	17693.66	18594.94	18950.44	17502.94	22793.17	18941.96	17025.22	33459.15	23637.4	18459.64	22663.55	20235.58	17882.19
543	4006/14	Grove Farm Queen Street Stradbroke	Works to barns in order to convert and form two dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	23632.82	17693.66	18594.94	18950.44	17502.94	22793.17	18941.96	17025.22	33459.15	23637.4	18459.64	22663.55	20235.58	17882.19
544	2532/14	Land Adjacent The Laurels Bungalow Church Street Stradbroke IP21 5HT	Erection of 3 dwellings with alteration to access.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	23343.46	17481.03	18173.93	18552.5	17246.72	22476.64	18607.28	16731.72	33053.64	23277.4	18265.15	22395.6	19854.95	17530.84
545	DC/19/1141/OUT	Land To The West Of Copperwheat Avenue Reydon IP18 6YD	Outline Application - Development of up to 220 dwellings with associated open space	Awaiting decision	Tier 1	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils and agriculture.	n/a	Yes	Yes	future baseline / cumulative	11981.67	10709.46	26537.53	20863.77	12896.35	14571.03	15429.39	12612.81	44766.16	19575.5	9883.23	44386.84	37185.36	18425.71
546	DC/19/0750/FUL	76 Bell Lane Kesgrave Suffolk IP5 1JJ	Demolition of garage and erection of two detached dwellings	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	28924.06	30780.22	14594.32	19659.26	29561.77	27710.83	24987.81	27499.5	4836.66	24297.02	32579.1	14231.66	9008.08	23918.64
547	DC/19/1289/SCO	Sinks Pit Main Road Kesgrave Suffolk IP5 2PE	Environmental Impact Assessment Scoping Opinion the erection of 2 new buildings and use of land for vehicle and plant hire operator(s) comprising offices, workshops, associated parking, drainage infrastructure etc to allow for the hire, storage, sale, maintenance and servicing of vehicles, plant, machinery and equipment.	EIA Required	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	27527.83	29338.52	13152.79	18222.5	28120.07	26299.42	23550.3	26057.7	5624.38	22913.25	31137.63	14229.17	8111.62	22478.61
548	DC/19/0831/OUT	Russet Cottage Main Road Bucklesham Suffolk IP10 0DN	Erection of two detached dwellings with garaging	Appeal Lodged	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	30743.57	33181.91	16982.3	21896.16	31965.47	29645.12	27212.47	29900.91	2071.08	26061.39	34991.08	16627.58	12134.77	26201.83
549	DC/19/0700/FUL	5-9 Cross Street Leiston Suffolk IP16 4DF	Proposed housing development of 3 houses with associated parking and access	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	487	8312.04	13452.46	7325.1	7554.2	1053.08	423.22	2452.12	29776.21	3794.22	9363.68	34042.3	25301.82	6937.94
550	DC/19/0591/FUL	Land Adjacent To 14/15 Pouy Street Sibton Suffolk IP17 2JH	Severance of garden and erection of 2 no semi-detached dwellings and new access	Appeal Lodged	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	10463.81	4705.85	12870.02	9609.42	4188.71	10030.06	6930.06	3996.01	31535.44	12086.27	5738.7	28760.03	21963.46	6724.32
551	DC/19/1027/FUL	Alderlee Main Road (kelsale) Kelsale Cum Carlton Suffolk	Construction of ten dwellings	Refused	Tier 1	Yes. Amenity & Recreation / Landscape & Visual, Soils & Agriculture.	No	Yes	No	n/a	No	No	n/a	5946.96	5410.07	9625.83	4209.98	4228.69	4674.61	810.5	2371.88	27950.09	5967.62	7202.45	28964.86	20818.4	1491.08
552	DC/19/0866/FUL	The Woodyard Vyces Road Framlingham Suffolk IP13 9RJ	Erection of nine single-storey dwellings as an alternative scheme to the existing permission granted under DC/15/1090/FUL	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils and agriculture.	n/a	Yes	Yes	Future baseline	16663.41	14163.01	6827.06	8297.77	13084.28	15210.8	10979.53	11370.27	22864.66	14281.48	15707.05	18531.55	11675.23	9635.5
553	DC/19/0823/OUT	Land South Of Church Farm House Church Road Otley Suffolk IP6 9NP	Outline application for the erection of 7 residential dwellings and provision of an access road off Church Road Otley with all other matters reserved.	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	25643.46	25029.6	10871.74	15603.83	23862.99	24091.59	20384.14	21928.66	14330.36	21639.32	26704.16	9133.16	532.69	19152.38
554	SCC\0074\17C	Building 1608 Bentwaters Park, Rendlesham, Woodbridge, Suffolk, IP12 2TW	Change of use of Building1608 from B8 storage to Sui generis use housing renewable energy plant, erection of plant and storage clamps and flue.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	13598.98	17153.73	4701.32	5817.36	15971.24	12569.55	10803.26	14034.28	16710.29	8913	18934.18	23662.4	14344.6	10088.89
555	C15/2358	Land north of building 568, Bentwaters Park, Rendlesham, Suffolk, IP12 2TW	Anaerobic digestion plant	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	13598.98	17153.73	4701.32	5817.36	15971.24	12569.55	10803.26	14034.28	16710.29	8913	18934.18	23662.4	14344.6	10088.89
556	SCC\0214\17W	Henham Quarry, Henham, Suffolk, NR34 8AN	Part retrospective application for mineral extraction and processing, importation and treatment of reclamation material to progressively restore the site to agriculture / grassland together with the erection of a concrete batching plant, importation of building materials for bagging and resale and ancillary buildings and activities	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	12958.22	9116.68	25069.86	19995.73	11384.03	15069.54	15637.76	11601.81	43698.43	19778.08	8205.25	41560.3	34947.05	17247.49
557	SCC\0012\19W	Ilketshall St Lawrence School Hogg Lane Ilketshall St Lawrence NR34 8ND	Erection of a modular build for Pre-School on current area used as school playground.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	18693.73	12465.73	25992.17	22445.83	14239.22	19926.69	19111.68	15097.67	44522.37	23816.94	11890	38837.99	33754.02	19489.69
558	SCC\0227\17W	Ellough, Benacre Road, Ellough, Beccles, Suffolk, NR34 7TQ	Application for the importation, crushing, screening and stocking of aggregate and soils, the creation of an area of concrete hard standing and the erection of a noise screen on the northern boundary of the site.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22389.73	17825.79	32992.75	28618.95	19950.4	24413.57	24658.87	20450	51698.46	28996.57	16954.61	46904.53	41556.14	25729.18

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
559	SCC\0163\16W	Ellough Waste Transfer Station, Benacre Road, Ellough, Beccles, Suffolk, NR34 7TQ	Erection of Materials Waste Recycling Building including all ancillary works.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22389.73	17825.79	32992.75	28618.95	19950.4	24413.57	24658.87	20450	51698.46	28996.57	16954.61	46904.53	41556.14	25729.18
560	W/15/5183/CC	Flixton Quarry, Flixton Park, Bungay, Suffolk, NR35 1NN	Proposal Extension to Flixton Quarry to allow extraction of 856,000 Tonnes of sand and gravel from land known as Homersfield, Retention of access, concrete plant and aggregate processing and phased details of plant site extraction with restoration to agriculture and wet land conservation.	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	26086.4	19086.02	29184.71	27271.92	20437.93	26719.33	24596.64	21296.68	46590.37	29702.54	18975.95	37274.41	34204.04	24462.38
561	https://infrastructure.planninginspectorate.gov.uk/projects/eastern/upper-orwell-crossings/?ipcsection=docs	Upper Orwell Crossings	Upper Orwell Crossings - two new river crossings over the River Orwell in Ipswich	DCO - Scoping Opinion issued May 18	Tier 2	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	34003.79	35415.47	19385.38	24525.68	34200.91	32737.63	29828.37	32152.78	7026.71	29410.97	37193.89	12887.46	11382.47	28714.31
562	14/00638/OUTFL	Land To South Of Railway Line Westerfield Road Ipswich Suffolk	An outline planning application for a mixed use development for up to 815 dwellings (C3); a district centre (with up to 6,040 sqm of floor space in the following use classes: A1 retail (not exceeding 4,540 sqm), financial services (A2), restaurants, pubs and takeaways (A3, A4, A5), business uses (B1a), dwellings and institutional residential uses (C2,C3) and non-residential institutions (including health centre (D1) and leisure uses (D2)); a primary school (D1); vehicular access from Westerfield Road (x2) and Henley Road (cycle, pedestrian, emergency vehicle, temporary bus route only); provision of public amenity space; provision of infrastructure (including highways, parking, cycle, pedestrian routes, utilities and sustainable drainage systems); landscaping and engineering works (including ground remodelling and enabling works). Works proposed will affect Tree Preservation Orders and public right of ways within the application site. An Environmental Statement has been submitted with the application under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 (as amended).	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	32353.52	33032.47	17398.88	22550.95	31830.36	30970.01	27753.9	29813.54	9268.87	27893.29	34777.29	9546.44	8074.54	26586.27
563	16/00608/OUT	Land North Of Railway And East Of Henley Road Ipswich Suffolk	An outline planning application for a mixed use development comprising up to 1,100 residential dwellings (use class C3); a local centre (to accommodate up to 250sqm (net) of convenience floor space (A1), up to 300sqm of comparison floorspace (A1), up to 250sqm in use classes A1-A5 and up to 500sqm community centre (D1)); provision of land for a primary school (D1); provision of sports facilities, Country Park (including visitor centre (D1)); open space (including amenity space, children's play areas and allotments) and sustainable urban drainage systems; associated landscaping, infrastructure and engineering/earthworks; creation of 2No. new vehicular accesses from Henley Road, 1No. vehicular access from Westerfield Road (to serve Country Park only), and provision of access points to allow for pedestrian/cycle bridge over railway and vehicular bridge over railway. An Environmental Statement has been submitted with the application under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 (as amended).	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	32633.45	33151.19	17641.01	22780.45	31953.47	31228.42	27951.83	29946.78	9951.96	28204.27	34885.89	8897.53	7968.86	26774.01
564	18/00971/OPF	Fringe Area Applications Various Sites Ipswich Suffolk	Outline planning application to Suffolk Coastal District Council with all matters reserved, except for means of vehicular access for a mixed use scheme comprising up to 75 dwellings, approximately 1,285sqm of commercial floorspace (16 units of Class B1, of which one will be flexible B1/D1 use, and 1 unit of Class A1), parking, public open space and associated works on land (Old Station Works, Westerfield).	Awaiting Decision	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	31029.46	32718.06	16578.28	21680.65	31500.35	29797.38	27002.87	29442.24	5126.33	26413.21	34509.93	13578.61	9855.04	25915.33
565	18/00049/OPF	Fringe Area Applications Various Sites Ipswich Suffolk	Outline application for mixed scheme comprising 1,120m² office floorspace (B1a), 35 dwellings (12 affordable) and 160m² community floorspace (D1/D2) (Land at Old Station Work, Westerfield Road, Westerfield).	Awaiting Decision	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	31015.85	32706.13	16565.84	21667.91	31488.42	29783.99	26990.22	29430.26	5118.99	26399.44	34498.08	13584.58	9850.44	25902.84
566	18/00526/OUT	Westerfield House Humber Doucy Lane Ipswich Suffolk IP4 3QG	Erection of care 'village' (Use Class C2) at residential care home, including up to 147 assisted living/extra care units and 2 associated staff/director dwellings (access to be determined).	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	30830.02	31749.2	15943.92	21104.78	30540.82	29475.3	26348.25	28509.07	8147.41	26334.43	33509.75	10541.65	7397.14	25197.59
567	19/00131/FPC	Lindbergh Centre Lindbergh Road Ipswich Suffolk	Application for consideration by Suffolk County Council for construction of 60 place social, emotional and mental health school with associated soft landscaping works.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	32769.71	34663.29	18487.97	23556.51	33444.99	31580.11	28885.19	31383.94	4718.88	28124.6	36459.75	14680.13	11805.39	27815.21
568	16/00900/FUL	Land To The West Of Ransomes Way Nacton Road Ipswich Suffolk	Construction of a motor vehicle dealership including customer sales area, offices, workshop, MOT testing, parts storage, single-storey wet valet building, associated external parking, circulation spaces, compound and provision of a new site access.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	32630.76	34656.06	18461.01	23501.06	33437.58	31463.94	28831.04	31374.65	4175.23	27973.82	36456.17	15216.19	12115.89	27774.09
569	14/00564/FUL	Area T Ravenswood Nacton Road Ipswich Suffolk	Erection of 44 dwellings.	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	33555.05	35584.65	19391.72	24433.76	34366.18	32392.6	29763.74	32303.49	4636.36	28895.47	37384.22	15461.52	12844.5	28706.22
570	19/00143/FUL	Area 4 And 5 Sport And Open Space Area Ravenswood Nacton Road Ipswich Suffolk	Erection of Day Centre and 24 bed residential accommodation for Headway Suffolk (brain injury treatment) and associated works.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	33270.77	35407.32	19203.28	24219.31	34188.93	32126.56	29548.53	32125.05	4118.99	28603.32	37209.68	15853.02	12963.2	28502.07
571	16/00103/FUL	Former Site Of 8 To 16 Central Avenue Ipswich Suffolk	Erection of 12,567sqm of employment floorspace in two buildings (Building 1- 4,704sqm B1c- Light Industrial; B8- General Industrial; and B8- Storage Distribution) (Building 2- 7,863sqm B1c- Light Industrial; B2 General Industrial; and B8- Storage Distribution) with associated car parking and landscaping.	Approved	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	32456.44	34586.09	18381.09	23395.52	33367.72	31307.75	28724.73	31303.72	3718.24	27791.3	36388.81	15627.24	12316.93	27678.52
572	14/00840/FCM	Development Site Lytham Road Ipswich Suffolk	Application by Suffolk County Council for a waste transfer station for municipal waste and associated infrastructure including surface water management system, hard standings, internal roads, landscaping, fencing and lighting.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	32006.44	34378.78	18171.42	23115.96	33161.54	30900.94	28437	31096.67	2638.75	27325.84	36186.43	16573.95	12784.42	27417.07

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)												
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
573	16/01048/FPF	Fringe Area Applications Various Sites Ipswich Suffolk	Erection of 200,000 square feet B8 storage and Distribution Building.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31033.79	32704.25	16569.22	21674.55	31486.65	29798.66	26995.89	29428.93	5199	26419.75	34495.54	13505.5	9801.29	25906.67
574	PINS	East Anglia 1 - Offshore Windfarm	EA Round 3 Zone is located off the coast of EA. Closest point to SZC is 14km from the shore. EA1 is the first project within the zone to be developed. Current licences for boulder removal, UXO clearance and export cable disposal licence.	Approved	Tier 1	Yes. Amenity & Recreation/ Landscape &Visual, Historic Environment, Socio-Economics, Marine Navigation.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape &Visual, Historic Environment, Socio-Economics and Marine Navigation (scoped in Shipping and Navigation - EA1 cable landfall at Bawdsey, potential cumulative risk if Harwich chosen as transhipment facility.	n/a	Yes	Yes	Future baseline	61473.85	71076.58	82471.65	76461.52	72392.19	68772.84	68090.8	68646.77	95222.15	71898.11	70593.74	103182.65	94333.67	75681.52
575	PINS	East Anglia THREE - Offshore Windfarm	The 1200MW East Anglia THREE project is the second project to be developed in the East Anglia Zone and covers an area of approximately 305km2. Landfall at Bawdsey with onshore transition pits to join the offshore and onshore cables.	Approved	Tier 1	Yes. Scoped in for Amenity & Recreation, Landscape & Visual, Historic Environment, Socio-Economics, Marine Navigation	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity and Recreation, Landscape and Visual, Historic Environment (Indirect effects on heritage assets and potential direct effects (onshore elements) on local archaeological landscape), Socio-Economics and Marine Navigation (Landfall at Bawdsey, potential cumulative risk if Harwich chosen as trans-shipment facility).	n/a	Yes	Yes	Cumulative	75289.23	78608.51	94191.99	88170.31	80775.45	80712.3	80982.06	79772.73	111545.3	85525.78	77778.4	111998.8	105084.6	86066.3
576	PINS	East Anglia 2 and East Anglia 1 North Offshore Wind Farm.	In early stages of investigation. Both are in Phase 4 of the consultation phase which will run until 26th March 2019. Public Information Days are being held till the 9th of March 2019.	Pre-application. Scoping opinion (20.12.17). Application for granting development consent accepted (22.11.19).	Tier 3	Yes. Scoped in for Amenity & Recreation, Landscape & Visual, Historic Environment, Socio-Economics, Marine Navigation	No	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual, Historic Environment - (Indirect effects on heritage assets and potential direct effects (onshore elements) on local archaeological landscape), Socio-Economics and Marine Navigation (potential for cable landfalls close to Sizewell C development site).	Duplicate scheme, refer to ID:13 &14	No	No	n/a	54389.76	62656.06	75445.61	69273.79	64239.35	61420.89	60980.68	61140.94	89770.76	65120	62075	95775.31	87278.44	68114.96
577	PINS	Galloper OWF O&M facility and ongoing maintenance	Construction of an O&M facility at Harwich to service Galloper	Approved.	Tier 1	Yes. Amenity & Recreation/ Landscape &Visual, Socio-Economics, Marine Navigation.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape &Visual and Marine Navigation (potential for cumulative impacts if Harwich chosen as trans-shipment facility).	n/a	Yes	Yes	Future baseline	36424.49	40417.76	24767.37	29006.4	39226.53	35684.32	34121.41	37214.24	7794.06	31802.82	42217.75	25746.53	21903.47	33308.26
578	MLA/2019/00124	Galloper OWF maintenance	Ongoing maintenance activities during the operation of the OWF	Approved	Tier 1	Yes. Amenity & Recreation, Landscape & Visual, Socio-Economics, Marine Navigation	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual, Socio-Economics and Marine Navigation (Export cables close to cooling water headworks).	n/a	Yes	Yes	Baseline	39419.45	51560.66	50484.19	47113.47	51005.49	44400.29	42851.82	45322.62	52258.78	42920.4	52100.44	68421.55	59469.45	49231.34
579	EIA/2018/00052	Great Yarmouth Flood Defence Scheme	The project plans to undertake works to the existing flood risk management assets along tidal rivers Yare and Bure. EA intends to refurbish the tidal defences in 5 year phases over 12km of flood defences at Great Yarmouth	Pre-application Screened out of EIA.	Tier 2	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	43335.83	39701.23	55056.85	50583.75	41893.56	45714.53	46397.79	42283.51	73754.9	50516.02	38805.16	67713.07	63215.24	47726.68
580	MLA/2016/00482/2	Hamilton Dock, Lowestoft - pontoon reconfiguration	Installation of 5 new pontoons to allow for 24/7 berthing of approximately 6 crew transfer vessels for EA1	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	28346.76	26262.76	42285.16	36988.37	28541.55	30978.58	31812.95	28606.92	60842.01	35983.65	25357.17	58160.61	52052.42	34354.86
581		Harwich approach channel dredging project	Dredging of the approach channel to the Haven Ports in the Stour and Orwell Estuaries to improve accessibility to the ports by increasing the maximum draft that can be accommodated, increasing the draft that will be unrestricted by the tides, and widening the tidal window for all vessels with drafts between the two extremes.	In preparation	Tier 2	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	500000	500000	500000	500000	500000	500000	500000	500000	500000	500000	500000	500000	500000	500000
582		Proposed new disposal site in the study area (i.e. between Lowestoft and Ipswich)	Proposal to create a new offshore disposal site for the Harwich Ports. The site would be located approximately 25km offshore from the mouth of the Stour and Orwell Estuaries in the Inner Gabbard area	In preparation	Tier 2	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	500000	500000	500000	500000	500000	500000	500000	500000	500000	500000	500000	500000	500000	500000
583		Kentish Flats Extension OWF	A 30 wind turbine extension to the Kentish Flats Offshore Wind Farm located 8.5 to 13km north of Herne Bay and Whitstable in Kent.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	88155.06	93458.99	78347.64	82147.11	92277.27	87870.5	87085.93	90040.29	61292.08	83919.72	95213.28	74993.28	74541.11	86428.33
584	MLA/2016/00181/1	Lowestoft Approach Channel deepening	Capital dredging to 5m below Chart Datum. 14,000m3 to be dredged per year. Dredging initially by suction then by use of a plough dredger. Dredged material will be disposed of to sea at Lowestoft Circular North (TH005)	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	29628.98	27895.11	43930.64	38558.77	30172.76	32391.04	33189.05	30199.38	62439.25	37415.73	26993.15	59972.07	53799.31	35960.6
585	EIA/2017/00057	Lowestoft Flood Risk Management Plan (FRMP)	Lowestoft FRMP includes the dredging of a river near Bascule Bridge and the construction of a tidal barrier	Pre-application	Tier 3	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	27820.1	25616.84	41629.67	36367.88	27895.39	30431.3	31281.26	27978.71	60206.36	35425.59	24709.9	57427.26	51349.66	33718.89
586	MLA/2018/00077/1 MLA/2018/00417	London Array OWF maintenance activities	Ongoing maintenance works at London Array which are licenced until 2039. Current works are for the emergency maintenance of blades and cable replacement	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	61258.13	68135.27	55314.57	57640.62	67001.21	61607.16	61304.13	63563.53	41369.41	57708.09	69728.55	59664.91	55556.6	61615.35
587	MLA/2018/00216	Natural Flood Management using Saltmarsh in Suffolk Estuaries	The restoration of two areas of saltmarsh to prevent further degradation and improve the condition in the Deben Estuary, and the Alde and Ore Estuary. Part of the EA's Natural Flood Management programme	Withdrawn	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	10240.5	17969.16	13650.74	10286.69	16973.14	10814.31	10292.42	12645.74	23544.39	7285.85	19311.66	33535.02	24214.27	13063.47
588	PINS	Norfolk Vanguard OWF	Norfolk Vanguard East and West occupy the northern area of the EA Zone. The development area is more than 47km from the Norfolk coast and export cable landfall is proposed to be a Happisburgh with grid connection at Necton	In Examination - application submitted June 2018	Tier 1	Yes - within wider ZoI	Yes	Yes potential for construction and/or operation overlap	Yes - potential to give rise to marine ecology effects	n/a	No	Yes	Cumulative	78890.49	80677.34	96591.33	90787.38	82914.64	83667.4	84115.06	82387.76	114547.47	88640.77	79806.79	113296.54	106986.29	88467.4
589	PINS	Norfolk Boreas OWF	To be developed approximately 1 year later than Vanguard. Boreas will be located 72km from the Norfolk coast and will share the same export cable route as Vanguard into Happisburgh	Pre-application	Tier 3	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	144877.26	146343.13	162340.02	156637.72	148602.05	149619.18	150091.28	148260.76	180464.13	154607.72	145457.83	178199.64	172414.69	154245.41
590		Proposed aggregate extraction sites in the study area (i.e. between Lowestoft and Ipswich)	A number of aggregate extraction sites are under planning in the Southern North Sea area Outer OTE- 528/2, Thames D- 524 and New 495 - 525	Various	Tier 2	Yes. Scoped in for Geology & Land	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Geology & Land (due to proximity to MDS (1m) and also use as a nuclear power station).	n/a	Yes	Yes	Cumulative	500000	500000	500000	500000	500000	500000	500000	500000	500000	500000	500000	500000	500000	500000
592		SZB Nuclear Power Station Decommissionin g	Planned decommissioning of SZB power station. Decommissioning is anticipated to commence in 2035. EDF's lifetime strategy is to seek life extensions for all its nuclear stations, where it is safe and commercially viable to do so. Therefore, there is also uncertainty in terms of the 2035 decommissioning start date	Operational	Tier 1	Yes. Scope in for Amenity & Recreation, Landscape & Visual, Flood Risk, Historic Environment, Marine Navigation, Ground Water.	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity and Recreation, Landscape and Visual, Flood Risk, Historic Environment (Indirect effects on heritage assets and potential direct effects on local archaeological landscape), Marine Navigation (Potential for cumulative risk if decommissioning of Sizewell B overlaps maintenance for Sizewell C) and Ground Water (potential impacts on Sizewell Drain and Sizewell Marshes SSSI).	n/a	Yes	Yes	Cumulative	0	9780.44	17345.01	11215.23	9463.54	3611.31	2877.7	3912.24	33245.93	7275.59	10201.28	37919.97	29196.97	10597.16
594	MLA/2018/00469	Suffolk Yacht Harbour Levington Saltmarsh restoration and beneficial use project	The project entails recharging dredged arisings through a pipe to beneficially recharge saltmarsh at four locations adjacent to Suffolk Yacht Harbour. Two of these are previous locations covered under an existing DEFRA licence which expired in January 2014 and all four locations were covered under the current MMO license for the works (MLA/2013/00327/1) which is to expire 19/12/18. The aim is to provide an interim adaptive measure to prevent or arrest salt marsh deterioration.	Approved	Tier 1	Yes. Scoped in for Amenity & Recreation and Landscape & Visual -	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Future baseline / cumulative	32041.21	35488.76	19593.92	24097.65	34288.83	31157.7	29273.39	32247.53	2403.86	27359.57	37298.65	21322	16624.56	28389.29

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
595	DCO/2017/00003	Lowestoft Lake Lothing Third Crossing	The Lake Lothing Third Crossing would link from Waveney Drive on the south side, to Denmark Road and Peto Way on the north side of Lake Lothing. It would be a lifting bridge to enable tall vessels to pass through. However, it would also be higher than the existing bascule bridge so a large number of boats would be able to pass underneath without the need to lift. Due to commence 2019/2020 with the bridge opened in 2022	In Examination	Tier 1	Yes - within wider ZoI	Yes	Yes	No	n/a	No	No	n/a	27669.76	25307.94	41301.82	36092.68	27585.2	30254.55	31122.76	27695.05	59905.43	35233.66	24399.35	56953.12	50940.88	33422.06
596	PINS	Thanet Extension OWF	Vattenfall has been operating Thanet Offshore Windfarm for over 7 years. Thanet Extension will add up to 34 turbines, and up to 340MW of power. Landfall will be at Pegwell Bay.	In examination period - due to end June 2019	Tier 1	Yes - within wider ZoI	Yes	Yes potential for construction and/or operation overlap	Yes - potential to give rise to marine ecology effects	n/a	Yes	Yes	Cumulative	86939.07	94484.17	82513.61	84452.37	93388.53	87616.69	87062	89471.19	68861.67	83847.3	95983.6	86926.89	83059.55	88264.03
597	MLA/2019/00107	Thanet OWF maintenance	Ongoing maintenance works at Thanet OWF. Wind turbine generator F03 maintenance	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	83502.41	91425.72	80364.67	81838.23	90365.64	84370.14	83668.95	86149.53	67848.85	80718.7	92847.77	86468.01	81886.23	85484.07
598	MLA/2019/00036	Refurbishment and Resurfacing of Slipway in Lowestoft Inner Harbour Area	Lowestoft slipway has been unused for a number of years. To bring the slipway area back into service, works are required to clear the surface of debris, growth and silt, and to resurface a percentage of the slipway. The boundaries of the slipway area will not be changing so the original slipway footprint/area will remain the same.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	27831.62	25294.77	41259.13	36113.64	27569.04	30387.13	31273.72	27710.03	59890.07	35347.76	24384.52	56717.76	50794.87	33418.85
599	DC/19/2842/FUL	75 High Street Aldeburgh Suffolk IP15 5AU	Demolition of two-storey front extension. Remodelling of front elevation to include new roof with dormer windows to facilitate insertion of second floor. Single-storey rear extension with roof terrace and change of use from shop and house to 2 x No. dwellings	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	5726.79	14344.38	14448.26	9421.74	13498.21	6942.85	5902.22	8456.43	27418.6	4719.88	15451.25	35217.9	26005.35	11006.73
600	DC/19/3099/FUL	The Caravan & Camping Park Mill Hill Farm Westleton Road Darsham Saxmundham Suffolk IP17 3BS	Increase in park area, provision of 12 additional pitches, facilities building, and 12 glamping pods with scheme of landscaping.	Awaiting decision	Tier 1	Yes. Scoped in for Terrestrial Ecology, soils and agriculture and groundwater and surface water.	Yes	Yes potential for construction and/or operation overlap	Yes, potential to give rise to cumulative effects from the following: ground water and surface water, due to proximity to the Darsham Watercourse which is a tributary of the Minsmere Old River	n/a	Yes	Yes	Future baseline	4691.65	1806.69	15515.69	9916.94	2315.26	5462.57	5415.29	1623.89	33806.14	9718.21	2288.92	34163.63	26434.37	7396.24
601	DC/19/1462/FUL	Land Adjoining 8 The Street Darsham Suffolk	Erection of 26 Residential Dwellings, together with associated access, car parking and open space	Awaiting decision	Tier 1	Yes. Scoped in for Terrestrial Ecology, Landscape and visual, Amenity & Recreation and soils and agriculture.	Yes	Yes	Yes, potential to give rise to cumulative effects from the following: Ecology, Landscape and Visual, Amenity & Recreation and Soils and Agriculture.	n/a	Yes	Yes	Future baseline / cumulative	6101.2	412.63	15622.14	10366.85	1887.07	6747.7	6243.6	2016.17	34126.26	10705.07	1086.02	33687.1	26204.84	7640.05
602	DC/19/1988/OUT	Land To The North Of The A14 And To The West Of The A12 Foxhall Suffolk	Outline Application (with all matters reserved except for means of access for the erection of up to 2,700 dwellings, (including 33% affordable housing); apartments with care (C2 use class); vehicular access from a new roundabout off the A12; improvements to Felixstowe Road (including pedestrian/cycle footways); accesses and two roundabouts on Bucklesham Road; Layout to incorporate neighbourhood centres and market square (use classes A1, A2, A3, A4, A5, D1 and D2), two primary schools; Green Infrastructure including a village green, sports pitches and courts, club house, changing facilities, a community park (and car park), trim trail, neighbourhood equipped areas of play, locally equipped areas of play, habitat enhancement, landscaping and public realm works, community orchard, allotments, footpaths and cycling routes. Removal of existing on site reservoirs.	Awaiting decision	Tier 1	Yes. Scoped in for Soils and Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline / cumulative	30209.72	32830.51	16660.25	21503.78	31616.18	29144.2	26805.08	29553.27	1410.52	25519.91	34641.85	17310.58	12426.42	25816.35
603	DC/19/3042/EIA	Land At Victoria Mill Road Framlingham Suffolk IP13 9DW	Screening opinion request for residential development of up to 50 dwellings, including on site affordable housing and/or custom build/self build units and public open space.	Awaiting decision	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline / cumulative	16256.57	14029.84	6159.84	7693.99	12925.06	14785.49	10577.75	11153.32	22433.08	13736.56	15614.48	18687.08	11550.76	9235.37
604	DC/19/2018/FUL	Land Adjacent To And South Of Sitwell Gardens Station Road Framlingham	4 new 3 bedroom dwellings with associated parking and amenity space	Awaiting decision	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline	15992.09	13672.3	6253.6	7585.9	12572.59	14530.54	10309.35	10814.67	22758	13565.08	15250.15	19035.64	11928.78	8965.66
605	DC/19/1466/FUL	Os 3134 Boulge Road Hasketon Suffolk IP13 6JU	Use of land for leisure/tourism comprising 6 x No. holiday cabins. Construction of amenity pond and conversion of stables and associated buildings as office, games room and machinery store. Formation of car park for up to 9 cars.	Refused	Tier 1	Yes. Scoped in for: Soils & Agriculture.	No	No	n/a	n/a	No	No	n/a	22602.62	23840.42	7771.03	12924.35	22623.16	21249.02	18212.74	20567.06	10539.17	18130.02	25630.36	14535.09	5593.83	17094.34
606	DC/19/2324/FUL	1-2 Curlew Cottages Curlew Green Kelsale Cum Carlton Suffolk IP17 2RA	Demolition of existing two cottages and Construction of two 3 bedroom cottages	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	6509.81	4943.89	9850.91	4800.93	3742.77	5332.98	1633.5	1741.17	28335.33	6790.25	6755.69	28804.92	20814.23	1894.58
607	DC/19/3148/FUL	Foxwood House Dobbs Lane Kesgrave Suffolk IP5 2QQ	Proposed demolition of offices and erection of 9 dwellings with associated parking and external works.	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	27328.19	29523.68	13315.64	18278.32	28306.3	26166.97	23604.34	26241.42	4541.93	22672.51	31331.01	15611	9351.09	22573.06
608	DC/19/2986/OUT	45 Dobbs Lane Kesgrave Suffolk IP5 2QA	Outline Application (Some Matters Reserved) - Construct pair of dwellings (existing single dwelling to be removed)	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	27260.94	29373.63	13163.68	18151.87	28155.81	26084.26	23480.28	26091.01	4833.87	22613.44	31179.59	15325.09	9032.67	22440.15
609	DC/19/2040/FUL	Leiston And District Constitutional Club Ltd Waterloo Avenue Leiston Suffolk IP16 4HE	Redevelopment of the site for 15 dwellings comprising of conversation of the club house into 12 apartments and redevelopment of the former bowling green for three bungalows with associated access and landscaping.	Awaiting decision	Tier 1	Yes. Scoped in for Ecology, Landscape & Visual, Amenity & Recreation and Noise & Vibration.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Ecology, Landscape & Visual, Amenity & Recreation and Noise & Vibration.	n/a	Yes	Yes	Future baseline / cumulative	571.3	7984.3	13278.01	7121.25	7212.93	699.61	201.04	2240.21	29754.32	3813.17	9063.54	33823.49	25115.65	6641.98
610	DC/19/1637/FUL	Sizewell B Power Station Complex And Adjoining Land Sizewell Power Station Road Sizewell Leiston Suffolk IP16 4UR	1. In outline, comprising a Visitor Centre (maximum 2,000sq.m GEA) and a maximum of 9,500sq.m (GEA) of floorspace to provide administration, storage, welfare and canteen facilities with all matters reserved apart from access. 2. In full, for the demolition of the existing Outage Store, Laydown Area, Operations Training Centre, Technical Training Facility, Visitor Centre, and Rosery Cottage garage; removal of technical training and pool car park (63 spaces), Coronation Wood car park (21 spaces), Visitor Centre car park (16 spaces) and northern outage car park (576 spaces); meantime use of the Technical Training Centre as an interim Visitor Centre followed by its demolition; and erection of new (all floorspace in GEA) Outage Store (2,778sq.m), Laydown Area (11,996sq.m) including New Western Access Road, Yardman's Office (23sq.m), Training Centre (4,032sq.m), Rosery Cottage garage (30sq.m), Replacement Car Park (2,363sq.m) providing 112 spaces, and Outage Car Park (15,525sq.m) providing (576 spaces) including new access road (and alternative access to bridleway), footpath and amended junction at Sizewell Gap; and associated landscaping earthworks/recontouring, tree felling and boundary treatment.	Awaiting decision	Tier 1	Yes. Scoped in for: Ecology, Landscape & Visual, Amenity & Recreation.	Yes	No - Considered in original assessment	n/a	n/a	No	No	n/a	0	8857.99	16643.49	10470.99	8506.8	2724.37	2309.25	2944.56	32865.55	6846.11	9338.2	37134.44	28473.74	9719.57
611	DC/19/2132/FUL	Abbey Farm Pit Road Letheringham Suffolk IP13 7QY	Conversion of historic barns to form 2no. new five-bedroom dwellings, including the demolition of modern agricultural barns.	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	18289.64	17584.02	4598.45	8404.91	16402.17	16740.23	12906.47	14440.07	17928.52	14656.98	19292.22	16019.52	7662.42	11667.27

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
612	DC/19/2666/FUL	Kesgrave Quarry Sinks Pit Kesgrave Suffolk IP5 2PE	Construction of 2 No. new buildings and use of land for vehicle and plant hire operator(s) comprising offices, workshops, associated parking, drainage infrastructure etc to allow for the hire, storage, sale, maintenance and servicing of vehicles, plant, machinery and equipment	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	27541.48	29347.48	13162.57	18233.39	28129.03	26312.34	23561.05	26066.74	5632.49	22927.42	31146.46	14210.59	8101.97	22488.88
613	DC/19/1905/FUL	Site At Beacon Oaks Martlesham Road Little Bealings Suffolk	Proposed pair of detached single storey dwellings	Refused	Tier 1	Yes. Scoped in for: Soils & Agriculture.	No	No	n/a	n/a	No	No	n/a	25704.52	27603.7	11399.28	16437.44	26385.35	24480.67	21767.18	24321.28	6560.76	21089.38	29406.77	14926.25	7720.35	20707.48
614	DC/19/2403/FUL	Concrete Barn Bealings Road Martlesham Suffolk IP12 4RP	Conversion of agricultural storage barn to private residential use, comprising 2no. 3 bedroomed dwellings, including partial demolition, and insertion of first floor, together with associated works. Alternative scheme to that approved under DC_19_0785_PN3.	Refused	Tier 1	Yes - within wider ZoI	No	No	n/a	n/a	No	No	n/a	25395.48	27389.64	11179.96	16188.13	26171.64	24186.31	21517.93	24106.95	6559.05	20770.41	29194.91	15306.17	7957.19	20468.82
615	DC/19/2898/OUT	Land West Of PRoW 21 Woods Lane Melton Suffolk	Outline Application (Some Matters Reserved) - for up to 30no. Self Build and Custom dwellings	Refused	Tier 1	Yes. Scoped in for: Soils & Agriculture.	No	Yes	No	n/a	No	No	n/a	21378.36	23292.33	7086.74	12069.27	22075.09	20124.61	17399.13	20010.24	10224.01	16797.69	25100.06	16657.14	7709.93	16351.61
616	DC/19/2683/FUL	Land Off Garrod Approach Garrod Approach Melton Suffolk IP12 1TD	Construction of 3 dwellings, garaging, associated works and alterations to vehicular access following demolition of existing building	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	19531.09	21344.08	5143.55	10125.38	20127.09	18242.12	15455.3	18062.3	12099.18	14993	23152.34	17456.4	8209.54	14402.85
617	DC/19/2558/OUT	Land Off St Andrews Place And Waterhead Lane Woodbridge Melton IP12 1QX	Residential development of up to 55 dwellings, with access off St Andrews Place.	Awaiting decision	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline / cumulative	20002.63	22305.54	6233.05	10966.42	21093.52	18805.38	16274.42	19033.32	10988.27	15380.36	24117.88	18178.87	9097.33	15278.7
618	DC/19/2192/CON	Thickthorn Junction Norwich Road Hethersett Norwich NR9 3AU	Creating new free flowing link roads in both directions between A11 and the A47.	Case closed	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	48376.68	41383.81	49632.55	48817.76	42681.9	49003.1	46581.05	43404.9	64929.38	51733.79	41271.61	50957.48	51340.23	46244.99
619	DC/19/2015/CON	Barn Adjacent To Erwarton Hall Shotley Road Erwarton IP9 1LQ	Conversion of farm buildings to form 3no dwellings including demotion of later dutch barn	No objections	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	35497.31	38920.09	22956.64	27528.14	37718.72	34621.15	32721.96	35671.84	5434.6	30818.39	40731.09	22532.63	19054.46	31826.54
620	DC/19/1838/FUL	Land North Of Woods Lane Melton Suffolk	Full planning permission to amend previously-approved scheme (under outline permission DC/14/0991 and reserved matters approval DC/18/2046) to provide 35 dwellings in substitution of 26 dwellings previously approved, with associated parking, landscaping and access arrangements.	Awaiting decision	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline / cumulative	21556.13	23396.66	7186.92	12200.61	22178.94	20291.33	17530.42	20114.09	10186.91	16985.2	25203.04	16405.04	7470.35	16474.24
621	DC/19/1802/FUL	Turnpike House Turnpike Lane Melton Suffolk IP12 1NR	Erection of two detached dwellings.	Awaiting decision	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline	21435.73	23619.27	7458.59	12321.36	22404.4	20230.32	17642.23	20341.08	9750.9	16815.63	25430.2	17253.47	8415.71	16625.66
622	DC/19/1511/FUL	Proposed Development Site At Back Road Middleton Suffolk IP17 3NY	Hybrid application for residential development consisting of Full planning consent for 5 affordable units and 1 open market unit, and Outline planning consent for 2 self-build plots.	Awaiting decision	Tier 1	Yes. Scoped in for Ecology, Landscape & Visual and Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Ecology, Landscape & Visual and Soils and Agriculture - particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline	2884.76	3487.62	15065.13	9120.89	3309.28	3673.53	4244.18	911.48	32988.96	8188.22	4135	34376.42	26341.65	6974.43
623	DC/19/1446/SCO	Shepherd And Dog Level Crossing Felixstowe Road Purdis Farm Suffolk	Transport and Works Act - Proposed Network Rail (Routs and Shepard and Dog Level Crossing Closure) : Request for a Screening Decision	Case closed	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31433	33914.65	17717.18	22622.46	32698.41	30345.92	27936.51	30633.96	2004.77	26747.57	35724.12	16925.85	12750.53	26929.58
624	DC/19/2817/FUL	Pinetrees Purdis Farm Lane Purdis Farm Suffolk IP3 8UF	Demolition of existing bungalow, construction of 4 new dwellings and associated garages, parking, access and landscaping	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31534.55	33635.35	17430.63	22448.31	32416.97	30376.78	27777.78	30352.99	3530.53	26874	35438.02	15334.29	11544.27	26729.77
625	DC/19/2513/FUL	Land North Of Mill Close Orford Woodbridge IP12 2FE	Construction of 11 dwellings (resubmission following withdrawal of application DC/19/1280/FUL)	Awaiting decision	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline / cumulative	12626.4	19333.15	11997.68	10144.84	18242.65	12689.06	12626.34	14694.17	20170.36	8770.89	20850.79	30913.33	21620.81	13473.7
626	DC/19/2512/FUL	Land To The South Of Elm Row Ramsholt Woodbridge Suffolk	Erection of a 10m high telegraph pole with a radio broadband receiver on top and a small cabinet attached approximately 1m up from a 2m x 2m concrete base.	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	25319.19	30056.99	15709.23	18788.45	28875.34	24726.64	23683.91	26967.85	8151.42	20795.85	31813.11	25345.98	17896.69	23044.15
627	DC/19/1499/FUL	Land North Of Gardenia Close And Garden Square Rendlesham Suffolk	A phased development of 75 dwellings, car parking, public open space, hard and soft landscaping and associated infrastructure and access.	Refused (08/07/2019) - Appeal lodged and awaiting decision	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline / cumulative	14268.96	17301.97	3694.46	5890	16112.9	13135.6	11019.68	14115.84	16219.1	9625.46	19100.97	22509.46	13195.22	10194.12
628	DC/19/2959/SCO	Land Adjacent To West End Farm Mill Lane Shadingfield Beccles Suffolk NR34 8DL	Environmental Impact Assessment Scoping Request for the Development of a Poultry Production Unit With Capacity To House Some 141,000 Birds	Awaiting decision	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline / cumulative	19120.22	14210.32	29288.07	24948.1	16298.23	20985.38	21072.84	16843.17	47995.63	25474.74	13355.06	43532.23	37965.28	22048.77
629	DC/19/1736/FUL	Land And Buildings At Manor Farm The Street Lound Suffolk	Change of use and alterations to barns to create five dwellings and associated landscaping and alterations to the vehicular access.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	33557.25	29959.17	45473.01	40856.94	32169.31	35923.93	36619.99	32526.88	64191.02	40722.58	29058.65	59084.33	54053.76	38020.35
630	DC/19/2839/FUL	**The Vicarage Darsham Road Westleton Suffolk IP17 3AQ**	Application for 20 new dwellings and change of use of 1 no. existing dwelling (The Vicarage) into a communal social hub	Awaiting decision	Tier 1	Yes. Scoped in for: Ground Water & Surface Water and Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Ground Water & Surface Water - adjacent to Marsh Harrier compensation area and Soils and Agriculture - particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline / cumulative	3667.07	3222.23	16583.67	10732.88	3864.93	5120.48	5907.14	2527.48	34623.43	9800.73	3346.14	35585.33	27716.22	8453.53
631	DC/19/1876/COU	Field Lying To The West Of 4 Barnaby Green Wangford Suffolk NR34 8AY	Change of use of land to tourism, the field is approximately 2.5 acres in total, this application for change of use is for the front half of the field, approximately 2000 square meters. The back half will remain as grazing for horses, a double post and rail fence line will be erected separating each area -timber tipi holiday village - luxury Glamping site to include: 6 x timber tipi units. 5200 mm wide x 4000 mm high, sleeping 4-6 people, includes Defra approved log burners, 360 degree skylight, 150mm sheeps wool insulation, solid wood flooring, eco roof system -1 x communal hut 7000mm long x 6000mm wide x 2400mm high includes Defra approved log burner, kitchenette, fridge, sink 1 x shower & toilet block 3000mm long x 3000mm wide includes 2 x gas showers, 2 x toilets, 2 x sinks -fire circle octagon 8-sided radius 3000mm includes cast iron fire pit, commercial wood fired pizza oven, decking floor and seating decking pathways linking all units 1400mm wide x 35mm deep decking boards eco system sewage treatment plant - vortex eco system or similar sited behind the toilet and shower block, discharging into ditch immediately behind these are semi permanent units, no concrete foundations, galvanised steel screws made from 75% recycled steel screwed into the soil to offer the base for	Awaiting decision	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline / cumulative	13683.03	10816.63	26854.02	21546.45	13094.03	16043.5	16981.31	13152.23	45382.69	20895.9	9915.88	43736.71	36981.69	18895.45

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
632	DC/19/2461/FUL	Park Farm London Road Thorington Suffolk	Proposed extension to existing poultry farm (EIA development) comprising erection of 3 poultry barns, weighbridge and lodge and ancillary parts and associated landscaping	Awaiting decision	Tier 1	Yes. Scoped in for: Landscape & Visual and Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Landscape & Visual - Darsham, Yoxford roundabout, SLR And Soils and Agriculture - particularly agricultural land and operations.	n/a	Yes	Yes	Cumulative	7754.03	1994.9	17984.45	12898.95	4257.76	8927.92	8773.63	4570.78	36577.27	13184.16	1087.03	35396.04	28239.69	10122.8
633	DC/19/1488/CON	Street Record Ipswich To Felixstowe Railway Line Trimley St Mary Suffolk	Transport and works act ("The 1992 Act") Network rail (Felixstowe branch line improvement' - level crossings' closure) order 2018	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31511.94	35808.72	20551.92	24413.25	34627.01	30830.44	29466.49	32651.19	5824.73	26924.47	37594.79	25073.34	19573.69	28716.85
634	DC/19/1438/FUL	Part Side Garden Of Field End Rattla Corner Theberton Suffolk	Erection of accommodation for temporary workers at Theberton Hall Farm with agricultural tie.	Refused	Tier 1	Yes. Scoped in for Ecology and Amenity & Recreation.	No	No	n/a	n/a	No	No	n/a	1557.59	4872.66	14787.72	8657.15	4471.92	2290.07	3279.18	714.88	32341.16	7037.14	5606.82	34552.92	26297.16	6916.02
635	DC/19/02803	Rookery Farm Worlingworth Road Wilby Suffolk	Planning Application. Conversion, renovation and change of use of redundant agricultural barns to form 4no dwellings	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22837.67	17619.96	16156.67	16957.9	17065.73	21741.27	17689.61	16252.69	30477.51	22113.13	18508.44	20016.28	17234.85	16503.84
636	DC/19/03659	Newtons Farm Stradbroke Road Brundish Woodbridge Suffolk IP13 8BG	Full Planning Application - Erection of 5No dwellings (following demolition of agricultural buildings).	Refused	Tier 1	Yes. Scoped in for: Soils & Agriculture.	No	No	n/a	n/a	No	No	n/a	20543.79	15401.47	14492.01	14954.1	14792.52	19461.77	15435.3	13958.6	29853.51	19924.31	16313.05	20893.36	17060.59	14268.63
637	DC/19/03513	Land South West Of School Lane Fressingfield Suffolk	Planning Application. Erection of 12no dwellings and vehicular access.	Refused (18/12/29)	Tier 1	Yes - within wider ZoI	No	Yes	No	n/a	No	no	n/a	22667.26	16013.65	20164.72	19776.24	16274.1	22181.75	18651.12	16187.2	36276.69	23654.23	16592.38	26414.15	23435.05	17865.17
638	DC/19/03104	Land Adjacent To Midnight Mill Harleston Hill Fressingfield Eye IP21 5PE	Planning Application - Erection of 3no. detached dwellings.	Approved	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	No	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	No	No	n/a	22617.2	15876	20453.29	19973.73	16203.92	22182.94	18706.24	16171.25	36695.08	23738.46	16423.51	26930.34	23900.34	17960.05
639	DC/19/02312	Land On The South Side Of Framlingham Road Laxfield Suffolk	Outline Planning Application (with all matters reserved except access) - Erection of 65 dwellings and associated operations, including; vehicular and pedestrian access, provision of school car park, open space, infrastructure and landscaping.	Awaiting decision	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline / cumulative	17383.07	11580.03	14451.45	13793.23	11257.18	16614.78	12874.91	10785.42	31566.41	17766	12431.26	24545.98	19669.79	11965.96
640	DC/19/01930	Land North Of Jubilee House Meadow Way Stradbroke Suffolk	Planning Application - Erection of 6no. dwellings and creation of vehicular access	Refused	Tier 1	Yes. Scoped in for: Soils & Agriculture.	No	No	n/a	n/a	No	No	n/a	23839.21	18016.73	18418.05	18894.65	17764.26	22949.28	19061.37	17225.4	33047.35	23696.48	18805.8	22088.58	19765.81	17964.03
641	EN010053	Hornsea Offshore Wind Farm - project Two. 89km east of East Riding of Yorkshire coast	Offshore Wind Generating Station with maximum output of 1,800MW	Approved	Tier 1	Yes. Scoped in for: Marine Ecology	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to affect Marine Ecology.	n/a	Yes	Yes	Cumulative	196343	191101.32	203482.24	201021.29	192931.19	198209.61	197805.78	193721.92	220306.23	202469.45	190346.2	206537.4	206948.48	198074.45
642	AU-PM575-004-00001 https://infrastructure.planninginspectorate.gov.uk/projects/yorkshire-and-the-humber/dogger-bank-creyke-beck/	Dogger Bank Creyke Beck	Dogger Bank Creyke Beck (previously known as Dogger Bank Offshore Wind Farm) is the first stage of Forewind's offshore wind energy development of the Dogger Bank Zone (Zone 3, Round 3). It will comprise two wind farms, each with an installed capacity of up to 1.2GW, which are expected to connect to the national grid in the East Riding of Yorkshire.	Approved	Tier 1	Yes. Scoped in for: Marine Ecology	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to affect Marine Ecology.	n/a	Yes	Yes	Cumulative	239658.68	236288.27	251330.82	247148.76	238463.95	242163.7	242989.87	238877.72	269851.66	247047.87	235395.33	260470.32	258110.74	244267.88
643	AU-PM763-016-00001 https://infrastructure.planninginspectorate.gov.uk/projects/yorkshire-and-the-humber/dogger-bank-teesside-a-sofia-offshore-wind-farm-formerly-dogger-bank-teesside-b-project-previously-known-as-dogger-bank-teesside-ab/	Dogger Bank - Teesside A Offshore Wind Farm. North Sea between 125 kilometres (km) and 290km off the UK North East coast	Dogger Bank Teesside A & B (previously part of Dogger Bank Teesside) is the second stage of Forewind's offshore wind energy development of the Dogger Bank Zone (Zone 3, Round 3). Dogger Bank Teesside A & B will comprise up to two wind farms, each with an installed capacity of up to 1.2GW, which are expected to connect to the national grid at the existing national grid substation at Lackenby, near Eston.	Awaiting decision	Tier 1	Yes. Scoped in for: Marine Ecology	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to affect Marine Ecology.	n/a	Yes	Yes	Cumulative	334319.36	330054.92	344043.71	340631.56	332098.07	336584.55	336918.55	332689.06	361927.65	341259.26	329201.6	350014.67	349194.47	337688.9
644	Ref: HOW03_CON_20191212 https://infrastructure.planninginspectorate.gov.uk/projects/eastern/hornsea-project-three-offshore-wind-farm/?ipcsection=docs	Hornsea Project Three Offshore Wind Farm. Approximately 120km offshore, to the east of Trimingham	Development of the Hornsea Project Three offshore wind farm with an approximate capacity of up to 2,400MW off the coast of Norfolk. This is within the area known as Zone 4, under the Round 3 offshore wind licensing arrangements established by The Crown Estate	Approved	Tier 1	Yes. Scoped in for: Marine Ecology	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to affect Marine Ecology.	n/a	Yes	Yes	Cumulative	209077.5	206158.74	221512.86	217059.26	208371.72	211729.21	212606.11	208713.37	240161.65	216678.06	205256.21	231821.84	228879.17	214218.68
645a		Eastern Area Navigation Markers - Minsmere Outfall	To inspect all navigation markers that are the responsibility of the Environment Agency and undertake any repairs to these markers that are failing.	Completed	Tier 2	Yes. Scoped in for: Marine Navigation	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to affect Marine Conservation.	n/a	Yes	Yes	Cumulative	1237.84	8053.15	18014.52	11795.83	8089.01	3955.09	4227.69	3547.53	34743.07	8758.05	8228.21	38200.09	29741.48	10555.41
645b	MLA/2014/00144			Completed	Tier 3	Yes. Scoped in for: Marine Navigation	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to affect Marine Conservation.	n/a	Yes	Yes	Cumulative	4162.98	13109.64	14964.08	9540.46	12343.21	5761.59	4419.32	7034.53	28798.76	4578.93	14099.83	35827.46	26700.57	10555.04
646	MLP/2014/00006	Harwich/Felixstowe Outer Channel Dredge Disposal	Dredging disposal locations.	Completed	Tier 1	Yes. Scoped in for: Marine Navigation	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to affect Marine Conservation.	n/a	Yes	Yes	Cumulative	76353.78	82980.19	69531.29	72248.15	81831.48	76606.22	76380.6	78591.62	54363.5	72672.93	84610.93	71481.5	68556.83	76319.94
647	DC/19/3843/Ful	Rushmere St Andrew Suffolk IP5 1DR	Erection of 2 new residential dwellings, landscaping and associated parking	Withdrawn	Tier 1		No	No	n/a	n/a	No	No	n/a	29893.1	31192.73	15178.77	20327.92	29978.01	28592.39	25620.96	27929.62	6714.68	25337.83	32972	12068.32	7828.78	24500.33
648	DC/19/3788/Ful	Bridge Suffolk IP12 1AH	Demolition of disused outbuilding & the construction of a pair of semi-detached dwellings.	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22106.54	24389.85	8241.52	13076.31	23175.66	20925.31	18391.72	21112.99	8963.98	17468.91	26201.27	17218.51	8602.91	17384.61
649	DC/19/3736/ful	Bawdsey IP12 3AL	Phase II residential development consisting of 7no. affordable dwellings consisting of 3no. houses and 4no. flats (in lieu of 4no. open-market houses previously approved under DC/18/1311/FUL).	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	Yes potential for construction and/or operation overlap	No	n/a	No	No	n/a	24489.63	29727.88	16217.1	18676.76	28553.27	24040.15	23371.38	26243.52	10362.91	20102.34	31447.17	27324.88	19562.17	22838.44
650	DC/19/3662/Ful	St Mary Way Westerfield Ipswich IP6 9BQ	Construction of 2no. new dwellings (one detached chalet bungalow and one detached bungalow) with detached garages, and extension of vehicular access driveway.	Refused	Tier 1		No	No	n/a	n/a	No	No	n/a	31051.7	31697.75	16080.12	21228.73	30495.43	29658.53	26424.27	28478.31	9212.61	26608.28	33443.27	9476.18	6857.56	25254.82
651	DC/19/2556/Ful	Bramfield Suffolk IP19 9JD	Proposed demolition of existing bungalow (Greenbanks) and erection of 5no. new dwellings comprising 3no. detached bungalows and 2no. semi-detached houses.	Refused	Tier 1		No	No	n/a	n/a	No	No	n/a	9600.26	3073.89	18196.72	13597.46	4977.65	10517.9	9905.52	5691.16	36900.33	14438.24	2513.49	34695.06	27910.52	10703.66
652	DC/19/3523/FUL	Leiston Suffolk IP16 4DA	Change of use of former police station into 6no. flats, and construction of 7no. new-build dwellings, all of which will be 'affordable' homes, and associated parking/landscaping.	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	Yes potential for construction and/or operation overlap	No	n/a	No	No	n/a	715.76	8457.19	13293.99	7186.62	7678.22	1118.23	626.89	2665.28	29559.22	3572.36	9536.44	33908.83	25148.48	6876.35
653	DC/19/3520/Ful	Alexandra Road Lowestoft Suffolk NR32 1PL	The Demolition of Existing commercial buildings and the proposed construction of a Residential development of 31-one bedroom flats over 3/4 storeys with under croft parking and associated works.	Withdrawn	Tier 1		No	Yes	No	n/a	No	No	n/a	28919.53	26635.26	42633.56	37410.28	28912.94	31522.35	32378.57	29015.21	61231.77	36511.13	25727.03	58261.97	52273.26	34746.5
654	DC/19/4157/Ful	Pit Road Letheringham Suffolk IP13 7QY	Conversion of historic barns to form 2no. new five-bedroom dwellings, including the demolition of modern agricultural barns.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	9413.18	4364.08	20287.09	15269.32	6613.6	10989.87	11094.31	6927.45	38915.6	15439	3457.62	37236.75	30327.01	12483.88
655	DC/19/4128/Ful	eath Road Wenhaston With Mells Hamlet Suffolk IP19 9HD	Residential Development Comprising of 8no. new Dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	9415.06	4365.94	20288.77	15271.2	6615.41	10991.86	11096.28	6929.38	38917.35	15441	3459.5	37237.82	30328.37	12485.7
656	DC/19/4045/Ful	Peterhouse Crescent Woodbridge IP12 4HZ	Subdivision of garden. The erection of 2no. new flats, and new vehicular access for existing dwelling.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	23300.65	25296.92	9088.73	14072.29	24079.47	22077.15	19401.67	22014.59	8335.46	18689.74	27104.1	16002.54	7680.54	18357.71

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
657	DC/19/3982/FUL	Wood Hall Drive Sutton Suffolk IP12 3EH	Conversion of existing traditional barns into 2no. residential dwellings and associated works	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	23303.5	27149.37	11954.91	15740.42	25963.66	22464.55	20832.43	23971.13	7282.03	18632.3	28943.42	21738.85	13813.66	20045.99
658	DC/19/3971/ful	Thoroughfare Woodbridge Suffolk IP12 1AL	Division of building to form 2 no. commercial units	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22019.9	24317.71	8175.49	13000.21	23103.76	20840.63	18314.33	21041.34	9026.95	17381.23	26129.27	17289.56	8653.52	17309.29
659	DC/19/3965/FUL	Hall Road Stratford St Andrew Suffolk IP17 1LQ	Conversion and alteration of outbuildings to holiday lets and ancillary use associated with Manor Farm. This includes conversion and alterations to three existing outbuildings.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	9951.72	10689.75	4201.61	817.84	9479.3	8400.11	4852.53	7422.86	22587.84	6607.42	12502.32	24368.75	15759.87	3725.7
660	DC/19/3914/FUL	Market Place Halesworth Suffolk IP19 8AY	Alterations to and change of use of business units to create 5 no. residential dwellings for over 55s	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	13595.08	6927.59	20736.43	16874.98	8642.45	14516.11	13503.28	9548.98	39404.85	18230.19	6534.95	35315.06	29364.26	13923.47
661	DC/19/3916/out	The Street Rushmere St Andrew Suffolk	Development Comprising of 14 No. dwellings, 25 No. retirement apartments & a 75 bed care home	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	Yes potential for construction and/or operation overlap	No	n/a	No	No	Cumulative	30121.74	31467.65	15435.94	20581.3	30252.5	28829.4	25878.91	28202.83	6510.1	25557.75	33248.43	12226.18	8133.89	24761.98
662	DC/19/3900/out	South Close Melton Woodbridge Suffolk IP12 1QR	Construction of 2 dwellings, garaging, associated works (existing garaging to be removed).	Refused	Tier 1		No	No	n/a	n/a	No	No	n/a	19966.08	21910.64	5724.91	10657.29	20694.42	18704.14	15986.27	18630.02	11496.18	15398.06	23720.15	17456.22	8281.54	14947.24
663	DC/19/3867/ful	High Road Gaymers Lane Trimley St Mary Suffolk	Residential development consisting of 2 No. dwellings with integral garages.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31145.75	35325.96	19976.8	23921.5	34142.81	30433.02	28994.76	32155.27	5151.17	26538.42	37116.35	24394.58	18867.23	28226.82
664	DC/19/4197/FUL	Pinetrees Purdis Farm Lane Purdis Farm Suffolk IP3 8UF	Demolition of existing bungalow, construction of 4 new dwellings and associated garages, parking, access and landscaping	Awaiting decision	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to affect Soils and Agriculture - agricultural land.	n/a	Yes	Yes	Future Baseline	31533.14	33633.95	17429.23	22446.9	32415.58	30375.37	27776.37	30351.59	3530.2	26872.59	35436.63	15334.12	11543.3	26728.37
665	DC/19/4157/FUL	Abbey Farm Pit Road Letheringham Suffolk IP13 7QY	Conversion of historic barns to form 2no. new five-bedroom dwellings, including the demolition of modern agricultural barns.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	18285.38	17578.53	4597.48	8401.31	16396.72	16735.99	12901.77	14434.71	17933.95	14653.68	19286.67	16023.54	7667.71	11662.53
666	DC/19/4079	South East Corner Laureate Fields Land West Of The Ferry Road Residential Centre Ferry Road Felixstowe Suffolk	Construction of a pair of three bedroom houses.	Withdrawn	Tier 1		No	No	n/a	n/a	No	No	n/a	29561.54	34536.63	20156.2	23300.19	33356.13	29057.56	28163.6	31283.46	8713.75	25118.51	36283.71	27609.44	21153.46	27545.7
667	DC/19/4055/FUL	Land Adjacent The Fighting Cock Carlton / Blackheath Road Lowestoft NR33 0NA	Iterations and part demolition of The Fighting Cock Public House to form 2 apartments over retained public house. Development of existing car park to form 5 new residential dwellings together with new access, parking court and amenities. Total proposed 7 residential units and retention of existing public house.	Refused	Tier 1		No	No	n/a	n/a	No	No	n/a	26527.77	24139.54	40136.09	34923.28	26416.97	29102.74	29977.01	26525.58	58736.78	34076.94	23231.08	55859.77	49802.06	32252.94
668	DC/19/3974/FUL	1B Thoroughfare Woodbridge Suffolk IP12 1AA	Proposed division of building to form 2no commercial units.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22304.77	24574.11	8417.9	13265.6	23359.61	21122.63	18582.42	21296.63	8793.97	17667.34	26385.32	17105.59	8545.62	17572.91
669	DC/19/4575/Ful	Edwards Lane Bramfield Suffolk IP19 9HN	The installation of a 1No. 30m high telecommunications slimline lattice tower, with 2No. multi-band antennas, 2No. 0.6m DIA dishes, 3No. equipment cabinets and ancillary development thereto. Installed within a 2.2m timber fence in a 9.15m x 7.7m compound.	Withdrawn	Tier 1		No	No	n/a	n/a	No	No	n/a	11279.44	4599.66	19066.4	14822.99	6385.85	12162.56	11345.61	7230.11	37784.32	15948.43	4190.59	34739.29	28305.11	11893.44
670	dc/19/4528/out	Junction With Garrison Lane And High Road West Felixstowe Suffo	Residential development of 9 units, alterations to existing vehicular access and associated external works and parking.	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	31341.79	36084.91	21307.21	24766.65	34902.53	30778.99	29714.55	32990.22	7948.06	26845.06	37848.68	27159.46	21298.86	29044.65
671	DC/19/4513/FUL	High Road East Felixstowe IP11 9JS	Two dwellings	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	30804.24	35691.58	21118.84	24416.28	34510.06	30279.97	29318.33	32513.27	8518.65	26342.06	37445.96	27653.93	21559.16	28677.76
672	DC/19/4510/OUT	Levington Lane Bucklesham Suffolk	The erection of up to 33 dwellings with associated landscaping, vehicular access and parking provision. All matters reserved aside from access	Awaiting decision	Tier 1	Yes. Scoped in for Groundwater and Surface Water, Landscape & Visual, Terrestrial Historic Environment, Materials & Waste and Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to affect Groundwater & Surface Water, Landscape & Visual, Terrestrial Historic Environment, Materials & Waste and Soils and Agriculture.	n/a	Yes	Yes	Future Baseline / Cumulative	29542.71	32494.48	16423.9	21118.96	31285.76	28540.93	26378.24	29229.27	782.05	24846.24	34307.16	18588.72	13206.64	25432.08
673	DC/19/4422/Ful	Spriteshall Lane Trimley St Mary Suffolk	Construction of five new residential houses and associated parking	Withdrawn	Tier 1		No	No	n/a	n/a	No	No	n/a	30938.53	35350.22	20230.48	23970.17	34167.85	30284.59	28997.25	32209.41	6197.1	26369.78	37130.75	25410.06	19666.78	28269.47
674	DC/19/4379/FUL	Upper Olland Street Bungay NR35 1BE	Demolition of existing community centre building and erection of four bungalows with 2 no link garages and two double garages with revised highway access	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	26287.21	19717.57	31523.91	28935.81	21323.72	27328.67	25906.01	22315.82	49428.5	30862.33	19327.86	40985.06	37452.45	26011.96
675	DC/19/4343/EIA	Felixstowe Road Stratton Hall Suffolk	EIA Screening Opinion - Proposed Haulage Yard	EIA not required	Tier 2	Yes. Scoped in for Groundwater & Surface Water and Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to affect Groundwater & Surface Water and Soils & Agriculture.	n/a	Yes	Yes	Cumulative	30587.71	34040.72	18180.53	22650.82	32841.41	29699.17	27818.51	30802.66	1691.42	25904.45	35850.05	20935.26	15694.32	26939.14
676	DC/19/434/FUL - same as one above	Hall Road Kesgrave IP5 2PU	The provision of 27 new hotel rooms with ancillary service and storage accommodation set against woodland to the north of existing Kesgrave Hall. The new build will provide a mix of bedrooms including DDA rooms and a guest suite. The rooms will benefit from views back across the hotel lawn to the hotel as well as to the surrounding woodland and new courtyard garden to form a barrier between the hotel and external service area to the north. The development will join to the existing structures adjacent the hotel to form a concept proposal which fits the development pattern on the site. Contemporary in design, the development will provide high quality rooms with a mix of views as well as some first floor terraces with roof planting facing the hotel lawn.	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	Yes potential for construction and/or operation overlap	No	n/a	No	No	n/a	26993.16	28920.86	12718.31	17757.07	27702.47	25782.04	23086.91	25638.61	5571.81	22367.11	30723.31	14725.3	8277.35	22027.84
678	DC/19/4637/FUL	26 Bridge Street Bungay Suffolk NR35 1HD	Convert 26 Bridge St into 2 apartments and convert 3 industrial/commercial listed buildings into sustainable 1 & 2 bedroom dwellings. Retaining existing access and parking facilities on site.	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	26781.03	20236.44	32059.7	29474.96	21850.02	27841.99	26441.04	22837.5	49949.77	31392.96	19835.63	41417.65	37944.99	26550.52
679	DC/19/4427/FUL	Site To East And North Sudbourne Baptist Church School Road Woodbridge Sudbourne Suffolk IP12 2BE	Amended application following parish consultations for the erection of 9 No. dwellings with 1 No. new access to Snape Road and 3 No. new accesses to School Road, Sudbourne including new public open space fronting Snape Road with return to School Road	Refused	Tier 1		No	No	n/a	n/a	No	No	n/a	10290.72	16624.42	10216.34	7532.56	15525.84	10117.3	10084.41	12185.45	21181.36	6151.87	18163.97	30117.45	20799.54	10771.94
680	DC/19/5049/Ful	Ferry Road Felixstowe IP11 9RY	Redevelopment of site to provide new clubhouse and new public facilities to include cafe, putting green, toilets and viewing platform, improved access, parking, 5 detached dwellings and associated landscaping, relocation of existing watch tower - existing clubhouse and pro-shop buildings to be demolished.	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	28615.92	33750.06	19660.97	22584.05	32571.85	28154.93	27381.6	30364.78	9403.64	24215.98	35484.48	28039.74	21268.85	26800.18
681	DC/1924987/EIA	Heath Road Woodbridge Suffolk IP12 3LZ	EIA Screening Opinion - Photovoltaic PV Solar Park of approximately 1.5MW along with associated PV equipment.	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	Yes potential for construction and/or operation overlap	No	n/a	No	No	n/a	18634.43	22458.29	7937	11069.66	21276.57	17747.33	16120.25	19308.93	11665.35	13946.97	24244.97	22347.39	13357.71	15369.86

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
682	DC/19/4851/OUT	Rushmere St Andrew Suffolk IP5 1DW	Demolition of existing bungalow and erection of three new dwellings.	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	29168.3	30530.97	14484.3	19627.85	29315.29	27874.19	24927.37	27264.08	6607.78	24607.66	32313.77	12384.6	7535.21	23812.61
683	DC/19/4813/FUL	Pretty Road Theberton Suffolk	Conversion of an old council depot/ storage building into a one bedroomed holiday let/ living accommodation. With two extra holiday lodges and a new driveway access into the site from Pretty Road.	Awaiting decision	Tier 1	Yes. Scoped in for Geology and Ground Conditions, Groundwater and Surface Water, Landscape & Visual, Terrestrial Historic Environment.	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to affect Geology & Ground Conditions, Groundwater & Surface Water, Landscape & Visual, Terrestrial Historic Environment.	n/a	Yes	Yes	Future Baseline	1918.28	4715.56	14076.63	7959.3	4149.42	2074.5	2804.64	161.98	31687.51	6569.27	5664.67	33843.76	25579.26	6200.64
684	DC/19/4786/TEL - resubmission of withdrawn	Pit Road Letheringham Woodbridge Suffolk IP13 7QY	The installation of a 15m lattice tower supporting 3 no. antennas 1 no. transmission dish, 3 no equipment cabinets, 1 no meter cabinet and ancillary development there to including a 1.8m palisade fence compound.	prior approval not required	Tier 1	Yes - within wider ZoI	Yes	Yes potential for construction and/or operation overlap	No	n/a	No	No	n/a	18270.55	17625.77	4493.58	8363.87	16441.43	16720.42	12905.81	14473.32	17802.85	14606.13	19338.65	16048.6	7636.19	11668.37
685	DC/19/4733/OUT	Ipswich Road Grundisburgh Suffolk IP13 6TJ	Outline Application (With Some Matters Reserved) - Demolition of Existing Village Hall and Erection of Residential Development	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	25711.88	26535.3	10746.71	15902.01	25324.91	24318	21126.32	23288.7	9711.73	21285.27	28301.93	11861.22	4141.74	19971.15
686	DC/19/4765/FUL	Boulge Road Hasketon Suffolk	Use of Land for Leisure/Tourism comprising 4 X Holiday Cabins. Construction of Amenity Pond and Conversion of Stables and Associated buildings as Office, Games Room and Machinery Store. Formation of new vehicular access.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	22598.51	23836.19	7766.79	12920.13	22618.94	21244.86	18208.5	20562.84	10542.56	18125.99	25626.14	14537.22	5594.81	17090.1
687	DC/19/4711/OUT	Blyth Road Southwold Suffolk IP18 6AZ	Outline Application (Some Matters Reserved) - Remove the existing single storey Police Station together with associated outbuildings and construct 9 new residential dwellings, consisting of 6 one and two bedroom apartments and 3 two bedroom dwelling houses. This Outline Application is for all matters reserved except Access.	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	11352.71	10926.63	26496.05	20678.6	13026.34	14045.24	14825.12	12319.62	44539.58	19084.9	10156.37	44743.87	37352.25	18360.38
689	DC/19/4893/OUT	Carlton Motors Rushmere Road Carlton Colville Suffolk NR33 8DB	Demolition of existing garage buildings and construction of 7No. detached bungalows with garages, access road and associated hard and soft landscaping	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	23531.5	20708.72	36656.61	31551.5	22980.22	26009.57	26937.16	23145.99	55297.43	30923.54	19797.57	52266.22	46222.27	28837.02
690	SCC/SC0086/19SC	Foxhall Road Ipswich Suffolk IP10 0HT	Screening Request - Expansion and internal remodelling along with associated highways improvements.	EIA not required	Tier 3	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	27973.8	30537.11	14373.46	19210	29323.01	26885.73	24513.08	27260.33	3023.73	23289.9	32348.59	16932.6	10953.6	23522.33
691	SCC/0073/19MS	Norton Road Thurston IP31 3QH	Construction of a new 420 place Primary School and a 30 place Pre-School and associated landscape works	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	Yes potential for construction and/or operation overlap	No	n/a	No	No	n/a	52143.96	48317.4	39762.75	43277.42	47510.36	50716.65	46469.35	46241.71	39852.41	49544.32	49381.94	21590.91	29981.08	45127.86
692	19/00910/FUL	IP4 3QL		Time lapsed	Tier 1		No	No	n/a	n/a	No	No	n/a	31783.58	32627.02	16876.9	22036.31	31420.77	30421.59	27267.91	29394.18	8529.28	27295.42	34381.95	10203.22	7981.54	26111.53
693	19/00969/FUL	IP4 2HU	Demolition of existing dwelling and erection of six dwellings.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	33092.72	34226.85	18317.03	23475.29	33015.89	31779.35	28749.09	30977.43	7708.9	28545.49	35994.2	11507.19	9856.35	27613.4
694	19/00991/FUL	Ribbans Park Road Ipswich	Conversion of former boiler house to 2 dwellings.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	32026.55	33623.37	17515.54	22633.17	32406.46	30783.25	27950.1	30351.21	5625.82	27417.54	35411.1	13297.3	10313.74	26853.34
695	19/01040/ful	Valley Road Ipswich	Erection of two detached dwellings and two pairs of semi-detached dwellings with garages and vehicular access (in lieu of part of site approved for total of 7 dwelling under IP/19/00325/FUL).	Refused	Tier 1		No	No	n/a	n/a	No	No	n/a	32866.16	33648.23	17946.07	23103.71	32444.05	31499.32	28325.47	30422.28	8993.87	28382.25	35397.91	10002.15	8774.06	27164.55
696	19/01054/OUT	797 - 799 Old Norwich Road Ipswich	Erection of 10 dwellings (with all matters reserved).	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	Yes potential for construction and/or operation overlap	No	n/a	No	No	n/a	34294.48	34458.26	19258.3	24355.82	33273.03	32847.74	29448.79	31293.92	11804.39	29930.75	36165.92	7590.17	8911.02	28251.1
697	19/01118/FUL	Grimwade Street Ipswich	Erection of 16 no. residential flats in 2 four-storey blocks (following demolition of existing 28-50 Grimwade Street).	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	Yes potential for construction and/or operation overlap	No	n/a	No	No	n/a	33444.76	34645.7	18704.86	23860.24	33433.83	32143.06	29141.94	31392.99	7576.35	28885.14	36415.66	11853.46	10334.98	28011.24
698	19/01119/FUL	Emmanuel Close Ipswich	Erection of six flats consisting of 4x 1 bed and 2x 2 bed.	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	35881.07	37012.46	21122.47	26280.62	35802.82	34576.84	31553.98	33767.48	9006.51	31320.98	38775.88	12255.66	12323.07	30416.92
699	19/01120/ful	IP2 0NF	Erection of 1x 2 bed bungalow and 2x 2 bed dwellings.	Approved	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	35697.19	36646.23	20856.37	26017.64	35440.07	34364.58	31266.72	33413.23	9535.6	31167.28	38400.5	11386.93	11734.06	30116.49
700	19/01122/FUL	Sheldrake Drive Ipswich	Erection of 7 two-bedroom houses, and 1 three-bedroom bungalow including new access road and parking (following demolition of garage compound).	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	36228.13	37241.39	21417.48	26578.37	36034.16	34906.87	31836.54	34004.73	9613.1	31685.14	38998.33	11871.7	12369.41	30690.71
701	19/01129/ful	Mallard Way Ipswich	Erection of 6x 2 bed houses and parking.	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	36118.37	37171.45	21324.67	26484.94	35963.38	34802.84	31748.42	33931.9	9412.65	31569.48	38930.6	12002.97	12358.22	30605.5
702	19/01139/ful	IP3 0AZ	Erection of 9 residential dwellings following demolition of existing building.	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	33864	35316.07	19269.46	24405.74	34101	32603.9	29711.85	32051.42	6815.41	29266.31	37096.3	13027.21	11375.96	28601.25
703	19/01140/ful	Princes Street Ipswich	Erection of four storey office building (Class B1).	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	34648.72	35730.86	19859.1	25018.81	34521.55	33332.87	30286.03	32487.12	8525.94	30101.98	37493.49	11629.68	11089.42	29145.77
704	19/01143/ful	Austin Street Ipswich	Erection of 4 dwellinghouses and associated works.	Awaiting decision	Tier 1	Yes - within wider ZoI	Yes	No	n/a	n/a	No	No	n/a	34280.35	35515.7	19564.03	24717.56	34303.65	32987.03	30003	32262.28	7796.11	29711.55	37286.12	12194.34	11149.29	28874.58
705	https://infrastructure.planninginspectorate.gov.uk/projects/eastern/lake-lothing-third-crossing/	Lake Lothing, Lowestoft, Suffolk	A new highway crossing of Lake Lothing, Lowestoft, connecting Riverside Road to the south of Lake Lothing with Peto Way to the north of Lake Lothing	Awaiting decision	Tier 1	Outside ZoI	No	No	n/a	n/a	No	No	n/a	27771.78	25284.85	41258.51	36094.46	27560.15	30335.75	31217.17	27692.16	59881.92	35301.9	24375.09	56773.84	50824.58	33406.53
UA-1	DC/20/0006/FUL	The Red House Red House Lane Leiston IP16 4LR	Construction of 3 houses and conversion of existing buildings to 4 houses, with new shared access off Red House Lane	Refused	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	885.85	8869.61	13516.78	7450.09	8105.58	1560.08	904.49	2966.57	29582.56	3573.49	9917.97	34178.26	25378.97	7254.6
UA-2	DC/20/0028/FUL	6 Ransom Road Woodbridge IP12 4JU	Demolition of existing bungalow and the construction of 2no new build semi-detached, one-and-half storey dwellings, together with associated car-ports and access drive.	Withdrawn	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	22704.39	24602.02	8392.09	13402.08	23384.22	21459.01	18732.06	21319.4	9053.79	18112.55	26408.13	15996.3	7413.17	17678.9
UA-3	DC/20/0033/FUL	Linden Cottage 3 Lamberts Lane Rushmere St Andrew Suffolk IP5 1DR	Construction of two residential dwellings, landscaping and associated parking	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	29886.73	31186.42	15172.38	20321.52	29971.7	28586	25614.57	27923.3	6715.21	25331.48	32965.7	12069.16	7824.49	24493.95
UA-4	DC/20/0107/OUT	Kersey Croft Kennels Strugglers Lane Witnesham Suffolk	Proposed 3 new dwellings to replace existing kennel buildings	Refused (appeal dismissed)	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	29415.53	29726.43	14379.47	19483.36	28531.49	27970.1	24602.01	26531.87	10485.42	25062.74	31455.67	8702.58	4643.15	23412.43
UA-5	DC/20/0117/FUL	Newgate Carpets Newgate Beccles Suffolk NR34 9QB	Demolition of existing building and replacement with 3no terraced dwellings	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	24807.27	19778.29	34356.59	30360.98	21791.89	26664.34	26656.17	22402.85	52977.87	31098.91	18946.56	47121	42291.04	27434.77
UA-6	DC/20/0118/FUL	10A Old Market Beccles Suffolk NR34 9AP	Redevelopment of garage premises to 3no residential units and 1no commercial unit (This application is identical to that of full application DC/16/3756/FUL for the Redevelopment of garage premises to 3no. residential units and 1no. commercial unit which was approved on the 1st December 2016)	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	24786.83	19741.43	34301.5	30316.1	21751.12	26636.77	26619.44	22365.47	52919.93	31064.82	18911.18	47044.9	42222.73	27389.18
UA-7	DC/20/0199/FUL	Beacon House Playford Road Little Bealings IP13 6ND	Conversion of existing barn to create 4 x 2 bedroom dwellings	Withdrawn	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	26902.08	28640.66	12463.76	17546.81	27422.26	25657.85	22872.5	25360.55	6213.72	22300.64	30438.57	14109.26	7590.65	21794.65
UA-8	DC/20/0239/FUL	Land Fronting Old Homes Road Thorpeness Aldringham Cum Thorpe Suffolk IP16 4LY	Amendment of C/05/0668 - Erection of 10 dwellings & provision of new access & associated works - Updating of drawings, amendments to fencing & drainage	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	2639.48	11894.68	15491.53	9793.23	11221.31	4612.18	3078.64	5685.7	30090.12	4887.19	12754.48	36345.48	27325.75	10213.11
UA-9	DC/20/0244/FUL	The Walk Lower Road Ufford Suffolk IP13 6DL	Demolition of the existing dwelling and sub-division of the site into two plots. Two new dwellings (one being a replacement) and associated new vehicular and pedestrian access proposed	Withdrawn	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	18486.99	20648.18	4596.9	9318.19	19435.86	17247.08	14633.59	17375.39	12645.41	13904.37	22460.42	18690.37	9420.07	13627.97
UA-10	DC/20/0260/FUL	Land West Of Unit 11 North Quay Retail Park Peto Way Lowestoft Suffolk	Construction of a new 111 SQ. M (GIA) class A1 and/or A3 building and associated physical works to site layout	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	28059.49	25529.76	41493.77	36348.41	27803.99	30617.28	31502.55	27944.85	60125	35579.16	24619.47	56939.52	51025.01	33653.8

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
UA-11	DC/20/0339/OUT	Land Between The Entrance To The Sandlings Caravan Park And Rondebosch Lodge Road Hollesley	Outline Application (Some Matters Reserved) - 1. New pedestrian and vehicular access from Lodge Road onto the site. 2. Construction of three new, two storey, detached dwellings.	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	21929.21	26719.94	12883.36	15523.22	25539.75	21329.47	20347.31	23497.95	10145.14	17398.68	28466.2	25137.39	16866.43	19744.58
UA-12	DC/20/0433/FUL	Timber Mill Barn Sizewell Hall Road Leiston Suffolk IP16 4TT	Conversion and alterations to redundant agricultural barn to provide 9 No. Units of holiday let accommodation	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Noise and Vibration, Air Quality	N/A	Yes	Yes	Future basline / Cumulative	226.16	9932.01	15958.71	9911.9	9405.84	2941.13	1618.84	3696.68	31611.49	5685.43	10609.07	36641.24	27823.41	9603.49
UA-13	DC/20/0563/EIA	Coastal Defence Works Bawdsey Beach Bawdsey Manor Bawdsey Suffolk	EIA Screening Opinion - Coastal defence works	EIA Not Required	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	27577.55	32794.37	18916.21	21678.33	31617.89	27137.03	26431.12	29338.53	9771.97	23199.34	34520.85	28083.31	21028.99	25872.52
UA-14	DC/20/0614/CON	Green Farm The Green Ashbocking Suffolk	Outline Planning Application for the erection of up to 21no dwellings (including 07no Affordable Dwellings) Access and Landscaping to be considered. Demolition of all existing buildings	Withrawn	Tier 1	N/A	N/A	N/A	No	N/A	No	N/A	N/A	27626.51	26892.15	12851.25	17591.47	25735.49	26074.52	22344.39	23821.4	14426.55	23626.86	28547.3	7252.15	1636.4	21109.57
UA-15	DC/20/0653/FUL	Post Office 51 London Road North Lowestoft Suffolk NR32 1AA	Demolition of existing shed buildings and 3/4 storey brick building to rear of Post Office, including adjoining structures to rear of Post Office. Repair & adaptation to the ground floor of the Post Office building including a new extension to the west and re-fenestration at ground floor level. Erection of flats and houses comprising 9 dwellings, with associated landscaping works.	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	28225.68	26000.66	42009.31	36758.89	28278.91	30835.13	31686.43	28365.75	60592.66	35828.17	25093.19	57752.9	51704.25	34105.54
UA-16	DC/20/0643/FUL	22E Sole Bay Fish Company Blackshore Southwold Suffolk IP18 6ND	Installation of a Sewerage Pumping Station	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	9805.56	9814.58	25140.08	19255.18	11824.06	12512.17	13278.77	10741.52	43083.02	17555.54	9102	43652.12	36118.56	17004.67
UA-17	DC/20/0757/FUL	The Bungalow And Elmhurst Market Place Kessingland Lowestoft Suffolk NR33 7TA	Demolition of existing bungalows and residential development of 6 no. 3 bed houses and associated parking	Withdrawn	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	21409.05	19278.93	35315.72	29959.43	21556.01	23995.21	24860.94	21575.74	53827.86	28981.51	18377.61	51736.38	45302.88	27345.52
UA-18	DC/20/0815/FUL	Land South Of Felixstowe Road Stratton Hall Suffolk	Construction of a lorry park comprising 82 lorry parking spaces, a covered maintenance bay, two storey office accommodation, a single story driver's mess, 13 car parking spaces, 1 disabled car parking space, motorcycle parking, bicycle parking, a new site ingress from and a new site egress on to Felixstowe Road, security fencing, CCTV and site lighting.	Withdrawn	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	30586.07	34040.27	18180.8	22650.42	32840.98	29697.79	27817.82	30802.3	1696.43	25902.87	35849.59	20940.11	15697.79	26938.64
UA-19	DC/20/0902/OUT	Suffolk Constabulary Force Headquarters Portal Avenue Martlesham Heath Martlesham Suffolk IP5 3QS	Outline Application (Some Matters Reserved) - Demolition and removal of all necessary existing buildings and structures to enable the residential development for up to 300no. new dwellings, with access from Portal Avenue, associated open space and landscaping, drainage and infrastructure.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Air Quality, Traffic and Transport, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	26662.32	28851.83	12644.91	17602.85	27634.58	25496.15	22928.71	25569.72	5058.69	22009.81	30659.5	15676.94	9050.7	21898.13
UA-20	DC/20/0951/FUL	Jd Power Tools Alexandra Road Lowestoft Suffolk NR32 1PL	The demolition of existing commercial buildings and the construction of a residential development of 31-one bedroom flats over 3/4 storeys with under croft parking and associated works.	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	28921.36	26637.75	42636.03	37412.57	28915.35	31524.28	32380.42	29017.52	61234.16	36513.12	25729.43	58264.88	52275.99	34748.86
UA-21	DC/20/1001/OUT	Land To The North Of School Road Ringsfield	Outline Application (Some Matters Reserved) - Construction of up to 33 dwellings, open space, landscaping, visitor car park and site access from School Road	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	21838.36	16406.37	30680.12	26815.73	18331.89	23493.96	23267.33	19011.66	49279.86	27762.77	15611.82	43556.56	38595.48	23877.23
UA-22	DC/20/1024/FUL	Land Rear Of 28 Mill Road Fronting Watermill Road Newbourne Suffolk IP12 4NP	Use of land for stationing 2 holiday lodges.	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	Already considered in ES	No	No	N/A	27154.41	30563.22	14777.95	19176.03	29364.83	26238.61	24333.76	27330	3278.89	22464.5	32371.63	20177.76	13628	23459.22
UA-23	DC/20/1034/FUL	Brook Hall Farm Edwards Lane Bramfield Suffolk IP19 9HN	The installation of a 1 No. 30m high telecommunications slimline lattice tower, with 2 No. multi-band antennas, 2 No. 0.6m DIA dishes, 3 No. equipment cabinets and ancillary development thereto. Installed within a 2.2m timber fence in a 9.15m x 7.7m compound.	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	11278.04	4598.47	19065.89	14822.14	6384.78	12161.27	11344.65	7196.74	37783.83	15947.3	4189.22	34739.52	28305.04	11892.61
UA-24	DC/20/1043/FUL	Land To The East Of Water Tower Spriteshall Lane Trimley St Mary Suffolk IP11 9QY	Five new residential houses and associated parking	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	30938.51	35351.39	20232.86	23971.51	34169.01	30284.88	28998.33	32210.73	6202.84	26369.98	37131.86	25415.69	19671.61	28270.76
UA-25	DC/20/1352/FUL	Royal Court Hotel 146 London Road South Lowestoft Suffolk NR33 0AZ	Redevelopment and extension of the former Royal Court Hotel to provide a café (A3) at ground level and 15 residential flats	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	27381.34	25163.28	41176.16	35915.04	27441.71	29988.25	30841.27	27522.45	59752.79	34980.46	24256.22	56994.2	50902.68	33265.34
UA-26	DC/20/1112/FUL	Part Of Old Poultry Farm High Road Trimley St Martin Suffolk	Erection of x 7 No. bungalows & garaging.	Refused (appeal dismissed)	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	30780.86	34886.14	19485.34	23477.91	33701	30047.77	28562.53	31707.84	4699.98	26161.51	36678.98	23925.24	18335.98	27783.48
UA-27	DC/20/1144/FUL	Land Rear Of Wingfield House Market Place Saxmundham Suffolk	Construction of two dwellings	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Noise and Vibration	N/A	Yes	Yes	Future basline / Cumulative	5894.4	6812.18	8646.41	2826.19	5630.32	4421.12	451.26	3845.31	26700.97	4740.19	8580.18	28507.78	20120.85	989.14
UA-28	DC/20/1172/FUL	Land South Of Low Road Hasketon IP13 6JG	Construction of 4no. new dwellings, 2no. garages and associated vehicular accesses and driveways.	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	23526.24	24799.48	8727.95	13878.31	23582.36	22184.96	19170.54	21526.71	9769.3	19033.61	26588.69	14101.09	5485.35	18054.01
UA-29	DC/20/1198/FUL	Rock Barracks Babcock Dyncorp Site Office Otley Road Sutton Heath Suffolk IP12 3LZ	Installation of a ground mounted solar photovoltaic array together with associated infrastructure; security fencing; CCTV, access gate and cable route	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	18650.44	22465.82	7930.01	11076	21284.16	17761.45	16128.7	19315.35	11647.06	13962.58	24252.85	22320.95	13332.37	15376.62
UA-30	DC/20/1218/FUL	Riverside The Street Hacheston Suffolk IP13 0DR	Demolition of existing dwelling and erection of 2 houses with garages together with associated external works	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	14229.1	14331.42	1320.98	4256.85	13116.63	12677.04	9034.77	11070.34	19428.46	10507.97	16113.5	20145.23	11478.26	7830.49
UA-31	DC/20/1211/FUL	6 Ransom Road Woodbridge IP12 4JU	Demolition of existing bungalow and the construction of 2no new build semi-detached, one-and-half storey dwellings, together with associated car-ports and access drive.	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	22704.97	24602.84	8392.91	13402.83	23385.04	21459.64	18732.8	21320.22	9052.83	18113.1	26408.95	15996.63	7413.8	17679.67
UA-32	DC/20/1356/FUL	Commonside Palmers Lane Walberswick Suffolk IP18 6TD	Demolition of existing dwelling. Erection of 2 No. dwellings with detached garages and associated landscaping.	Refused	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	9253.58	8885.06	24300.69	18464.08	10915.86	11891.33	12714.33	9974.02	42324.24	16919.52	8164.23	42725.17	35225.3	16163.9

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
UA-33	DC/20/1395/FUL	44 Gorleston Road Lowestoft Suffolk NR32 3AQ	Demolition of existing care home and adjacent dwelling house to form one larger site with a new build care home with associated amenity gardens and on site parking facilities.	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	27984.05	25160.43	41060.83	36023.42	27426.85	30487.54	31403.62	27618.87	59728.57	35412.3	24249	56203.15	50424.52	33291.22
UA-34	DC/20/1404/FUL	Cranes Garage The Street Bawdsey Woodbridge Suffolk IP12 3AJ	Demolition of former car showroom, construction of 3 no. dwellings & garages; conversion of building 'A' to 3 no. employment units (class B1); conversion & extension of building 'B' to 2 no. employment units (class B1) & 1 no. holiday unit at first floor. Change of use, alteration & extension to existing workshop/store to employment unit (class B1); demolition of former garages and replacement with 4 no. small lock up storage units (class B8)	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	24450.52	29709.2	16236.8	18669.42	28535.03	24007.16	23354.36	26208.12	10456.9	20069.84	31426.74	27405.44	19629.49	22826.06
UA-35	DC/20/1449/FUL	Spexhall Hall Hall Road Spexhall Halesworth Suffolk IP19 0RR	Demolition of existing agricultural buildings and construction of 1No. five-bedroomed and 2No. four-bedroomed dwellings and to create new vehicular access at Spexhall Hall	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	17338.52	10862.93	24186.17	20687.41	12579.88	18413.64	17393.83	13452.74	42721.13	22169.11	10389.72	37272.1	32029.96	17730.6
UA-36	DC/20/1521/FUL	Land Off Yarmouth Road, Melton, Woodbridge, IP12 1QH	Care Village comprising an 80 bedroom care home together with 72 assisted care bungalows, cafe?/club house, bowling green, car parking, open space provision with associated infrastructure and access	Refused	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	19874.88	21930.61	5773.92	10644.81	20715.54	18631.49	15970.03	18652.07	11426.98	15289.9	23741.37	17726.57	8566.73	14944.49
UA-37	DC/20/1641/FUL	Land Adjacent To Peeler Elmham Drive Foxhall Suffolk IP10 0DG	Construction of two three bedroomed detached houses with associated detached garages and parking and landscaping.	Withdrawn	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	31359.87	33800.3	17599.01	22517.3	32583.73	30264.56	27834	30519.09	2143.75	26676.59	35609.25	16737.17	12558.99	26822.58
UA-38	DC/20/1636/OUT	Land West Of Prow 21 Woods Lane Melton	Outline Application for up to 27no. Self Build and Custom dwellings	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	21372.21	23285.94	7080.37	12062.87	22068.71	20118.36	17392.73	20003.85	10230.06	16791.65	25093.68	16659.63	7711	16345.2
UA-39	DC/20/1690/EIA	Land Off Howlett Way Trimley St Martin Suffolk	Scoping Opinion - Proposed residential development at land off Howlett Way	N/A	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	Considered under ID UA-43	No	N/A	N/A	30645.2	34778.16	19406.95	23371.53	33593.93	29918.47	28451.05	31603.44	4799.54	26029.43	36569.89	24009.1	18360.67	27677.06
UA-40	DC/20/1691/FUL	Manor Farm Care Home 82 Church Road Kessingland NR33 7SJ	Erection of a new 60 bed care home (use class C2) with associated car parking, refuse and external landscaping	Withdrawn	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	21134.87	19176.31	35214.26	29805.9	21450.39	23746.06	24594.67	21433.1	53689.76	28745.96	18279.01	51793.71	45284.99	27217.19
UA-41	DC/20/1768/FUL	The Walk Lower Road Ufford Suffolk IP13 6DL	Demolition of the existing dwelling (The Walk) and sub-division of the site into two plots. Two new dwellings, one being a replacement.	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	18487.11	20649.69	4599.11	9319.42	19437.4	17247.45	14634.7	17376.96	12643.68	13904.25	22461.95	18692.82	9422.7	13629.26
UA-42	DC/20/1831/OUT	Land Off St Andrews Place And Waterhead Lane St Andrews Place Melton Suffolk	Outline Application with Some Matters Reserved - Residential development of up to 55 dwellings, with access off St Andrews Place	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Noise and Vibration, Soils & Agriculture, Terrestrial Ecology and Ornithology	Already considered in ES	No	No	N/A	20011.35	22311.26	6237.08	10972.78	21099.18	18813.64	16281.1	19038.92	10983.23	15389.39	24123.58	18168.19	9087.24	15284.96
UA-43	DC/20/1860/OUT	Land Off Howlett Way Trimley St Martin Suffolk	Outline Application (With some matters reserved) - Phased construction of up to 340 dwellings with open space, a new Early Years Facility, new roundabout access from Howlett Way, a foul water pumping station and associated landscaping.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture, Traffic and Transport	N/A	Yes	Yes	Future basline / Cumulative	30644.92	34779.12	19409.02	23372.56	33594.93	29918.49	28451.87	31604.54	4805.3	26029.33	36570.81	24014.72	18365.43	27678.08
UA-44	DC/20/1870/OUT	Land South Of Church Farm House Church Road Otley Suffolk IP6 9NP	Outline application for the erection of 7 residential dwellings and provision of an access road off Church Road, Otley with all other matters reserved - Amended application DC/19/0823/OUT	Refused	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	25640.46	25025.22	10869.83	15601.03	23858.68	24088.59	20380.65	21924.48	14335.94	21637.06	26699.67	9133.99	538.23	19148.85
UA-45	DC/20/1967/FUL	8 Vine Road Otley Suffolk IP6 9NZ	Erection of detached two/three bedroom chalet bungalow. Re-construct driveway for shared access with No 8 Vine Road	Refused	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	25386.2	24698.3	10680.22	15358.82	23534.83	23834.14	20099.98	21607.61	14652.84	21424.44	26367.24	9271.86	880.51	18865.7
UA-46	DC/20/2276/FUL	Land At Reydon Business Park Fountain Way Reydon Suffolk	Proposed warehouse and office units (B1 and B8 uses)	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	12469.52	11634.67	27373.48	21629.24	13793.17	15133.01	15938.26	13177.97	45516.15	20163.96	10824.46	45365.9	38106.08	19247.18
UA-47	DC/20/2357/FUL	Red Lodge The Street North Cove Beccles Suffolk NR34 7PU	Demolition of existing dwelling and replacement with three detached bungalows, garages and all associated works.	Refused (appeal dismissed)	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	23282.09	19379.01	34948.18	30274.37	21586.44	25518.66	26075.83	21954.87	53666.73	30251.67	18480.18	49478.44	43895.2	27438.76
UA-48	DC/20/2352/FUL	45 Dobbs Lane Kesgrave Suffolk IP5 2QA	Construction of two dwellings	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	27262.5	29374.79	13164.83	18153.16	28156.96	26085.76	23481.57	26092.16	4834	22615.03	31180.73	15323.47	9031.96	22441.4
UA-49	DC/20/2422/OUT	Land To The Rear Of 361-377 High Street Walton Felixstowe Suffolk IP11 9QN	Outline Application (Some Matters Reserved) - Residential development consisting of a pair of three bedroom semi-detached houses, 2 No detached two bedroom bungalows and a detached three bedroom house. Demolition of existing storage building and formation of upgraded vehicular access onto the High Street	Withdrawn	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	31218.18	35717.31	20674.79	24349.59	34534.71	30588.51	29358.54	32587.32	6702.3	26667.26	37493.97	25928.94	20205.06	28645.02
UA-50	DC/20/2489/OUT	Part Side Garden 6 Burchs Close Knodishall IP17 1XG	Outline Application (Some Matters Reserved) - Use of land for the erection of 5 dwellings	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	2654.47	9502.43	11752.51	5822.44	8563.79	2381.94	2366.65	4408.75	27638.37	1644.88	10804.41	32506.74	23613.34	6245.65
UA-51	DC/20/2546/EIA	Rose Farm Rose Farm Lane Framlingham Woodbridge Suffolk IP13 9PT	EIA Screening Opinion - To provide winter water storage for crop irrigation	EIA Not Required	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	18072.81	14713.57	9120.4	10380.97	13738.32	16693.83	12436.01	12240.98	24519.31	16149.72	16100.4	18311.23	12490.07	11110.04
UA-52	DC/20/2743/FUL	Land South Of Low Road Hasketon Suffolk	Construction of 4no. new dwellings, and associated shared vehicular access and driveway.	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	23525.72	24798.71	8727.28	13877.66	23581.59	22184.4	19169.86	21525.94	9770.29	19033.15	26587.92	14100.79	5484.69	18053.31
UA-53	DC/20/2772/FUL	Land Adjacent To Peeler Elmham Drive Foxhall Suffolk	Proposed erection of two detached houses with associated parking and landscaping	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	31360.54	33801.13	17599.85	22518.1	32584.56	30265.27	27834.79	30519.92	2143.32	26677.26	35610.08	16737.95	12559.98	26823.38
UA-54	DC/20/2805/FUL	123 Bucklesham Road Purdis Farm Suffolk IP3 8UA	Erection of 2 detached dwellings with garages following demolition of existing bungalow.	Refused (Appeal lodged)	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	31565.69	33679.26	17473.75	22488.33	32460.91	30410.37	27817.64	30396.84	3486.3	26904	35482.2	15392.74	11608.55	26770.9
UA-55	DC/20/2821/EIA	Land Between High Street And Chapel Lane Pettistree Suffolk	EIA Screening Opinion - residential development of 136 homes	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Landscape and Visual	Considered under ID UA-63	No	No	N/A	16307.86	17686.34	1478.01	6568.26	16468.68	14909.44	11878.82	14403.82	15734.62	11952.43	19493.03	19078.07	9837.81	10791.13
UA-56	DC/20/2835/FUL	The Nursery Main Road Pettistree Suffolk IP13 0HH	Provision of 10 x No. Shipping Containers to Facilitate Self Storage Use, Together with Associated Parking Facilities, Security fencing, CCTV Cameras and lighting	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	16792.79	18344.35	2154.1	7163.76	17127.38	15428.01	12487.85	15062.6	15046.44	12374.94	20152.68	18898.98	9609.9	11417.47
UA-57	DC/20/2842/OUT	Wood Farm Helmingham Road Otley Suffolk IP6 9NS	Outline Application (All Matters Reserved) - Development of up to five dwellings	Refused (Appeal lodged)	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	25554.54	24586.91	11067.61	15580.65	23438.82	24003.4	20183.48	21545.06	15586.94	21723.75	26228.05	8863.46	1789.32	18934.44
UA-58	DC/20/2913/FUL	Home Farm Hollesley Road Capel St Andrew Suffolk	Conversion of 7 traditional barns into dwellings	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	16534.96	21945.34	10601.01	11332.09	20783.11	16077.65	15648.96	18277.08	15225.5	12142.17	23626.21	27213.44	18116.03	15253.33
UA-59	DC/20/3053/FUL	Tyneholme Butts Road Westhall Halesworth Suffolk IP19 8QT	Erection of two additional agricultural grain drying and storage silos	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	17366.77	11446.8	25579.83	21708.6	13298.96	18747.66	18267.85	14044.89	44214.99	22815.33	10742.47	39248.04	33821	18764.55
UA-60	DC/20/3070/FUL	Land To Rear Of Pine Tree Close Holton Suffolk	Construction of 15 New Dwellings	Awaiting decision	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	13289.07	7161.92	21730.85	17536.6	9032.24	14507.65	13988.62	9758.25	40440.26	18528.54	6478.07	36784.9	30682.69	14609.43

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
UA-61	DC/20/3142/FUL	High Lodge Leisure Darsham Road Hinton Blythburgh Saxmundham Suffolk IP17 3QT	Redevelopment of golf course and vacant paddock land for the siting of 170 holiday lodges, 3 tree houses, new Facilities Building, Maintenance and Housekeeping Building, car parking and associated highway works.	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	7034.18	1471.21	17505.59	12296.57	3741.79	8176.83	8079.66	3917.57	36046.31	12463.24	622.24	35210.54	27921.77	9564.44
UA-62	DC/20/3204/FUL	Land To Rear Of No.36 Hall Farm Road And Accessed Via Nightingales Close Melton Suffolk	Proposed development of 3no. detached bungalows to land off Nightingales Close	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	20887.81	22931.23	6748.93	11662.7	21715.29	19652.22	16989.57	19651.09	10478.06	16292.71	24741.1	17184.85	8181.3	15958.52
UA-63	DC/20/3264/FUL	Land Between High Street And Chapel Lane Pettistree Suffolk	A phased development comprising Hybrid Planning Application: (i) Full Planning Application - Residential development of 129 dwellings (including affordable housing) together with public open space, roads, accesses, parking, garages, drainage and associated infrastructure; (ii) Outline Planning Application - 7 No. serviced Self Build Plots with associated access and infrastructure.	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Landscape and Visual, Soils & Agriculture, Traffic and Transport, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	16308.88	17680.29	1471.39	6565.58	16462.6	14909.4	11875.37	14397.74	15743.18	11955.36	19486.87	19070.19	9831.13	10786.89
UA-64	DC/20/3326/OUT	Land At Victoria Mill Road Framlingham Suffolk	Outline application with all Matters Reserved apart from access. A phased development, including the erection of up to 49 Custom/Self-Build homes (plots), with the development to include 16 affordable homes, public open space that will include equipped play and multi-use games area, landscaping, and other associated infrastructure	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	16257.66	14031.68	6158.78	7694.08	12926.85	14786.52	10578.88	11155	22430.92	13737.03	15616.4	18685.33	11548.6	9236.51
UA-65	DC/20/3366/OUT	Land To The North Of Chapel Road Mutford Suffolk NR34 7UU	Outline Application (With Some Matters Reserved)- Construction of 3 No pairs of semi-detached houses. Formation of new vehicular access and associated parking and landscaping works.	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	22451.79	19177.7	35029.83	30067.69	21434.78	24833.7	25665.94	21673.64	53710.68	29672.42	18267.08	50347.46	44414.66	27304.74
UA-66	DC/20/3361/FUL	Land Between High Street And Chapel Lane Pettistree Suffolk	A phased development comprising Hybrid Planning Application (Duplicate): (i) Full Planning Application - Residential development of 129 dwellings (including affordable housing) together with public open space, roads, accesses, parking, garages, drainage and associated infrastructure; (ii) Outline Planning Application - 7 No. serviced Self Build Plots with associated access and infrastructure.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Landscape and Visual, Soils & Agriculture, Terrestrial Ecology and Ornithology	Considered under ID UA-63	No	No	N/A	16311.21	17684.39	1475.59	6568.91	16466.7	14912.03	11878.89	14401.84	15738.62	11957.11	19490.98	19070.14	9830.64	10790.59
UA-67	DC/20/3362/FUL	Land West Of Chapel Road Grundisburgh Suffolk	Full Planning Application for the erection of 70 dwellings, including affordable dwellings, together with public open space, roads, accesses, parking, garages, drainage and associated infrastructure	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	25546.56	26477.21	10615.14	15775.18	25264.98	24167.15	21018.44	23223.92	9463.3	21098.81	28249.04	12218.04	4458.6	19871.45
UA-68	DC/20/3394/FUL	Elmhurst Market Place Kessingland Lowestoft Suffolk NR33 7TA	Revised planning application for demolition of 2 dwellings and garages and replacement with residential development comprising 5 No 3 bedroom detached houses, 1 No detached garage, associated parking and works including footpath.	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	21409.32	19279.5	35316.3	29959.92	21556.58	23995.53	24861.22	21576.25	53828.39	28981.86	18378.19	51737.18	45303.58	27346.06
UA-69	DC/20/3435/FUL	Rookery Park Golf Club Beccles Road Carlton Colville Lowestoft Suffolk NR33 8HJ	Conversion of Barns to Six Dwellings	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	24877.85	21697.44	37537.87	32587.11	23954.05	27291.71	28174.2	24192.06	56224.18	32154.78	20786.84	52645.23	46840.89	29824.18
UA-70	DC/20/3536/FUL	Land Between 38 And 42 Suffolk Drive Rendlesham Suffolk IP12 2TP	Proposed new semi-detached dwellings	Refused	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	14892.78	18036.92	4101.34	6625.1	16848.59	13795.01	11747.49	14853.31	15524.19	10227.95	19834.98	22339.15	13018.49	10929.96
UA-71	DC/20/3625/FUL	Tehidy House 65 Orwell Road Felixstowe IP11 7PS	Conversion of existing house to 5 apartments and one new build dwelling	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	32106.77	36872.92	22083.66	25555.86	35690.57	31553.24	30502.29	33728.02	8342.97	27618.25	38636.14	27589.03	21907	29833.62
UA-72	DC/20/3658/OUT	Land To The Rear Of 361-377 High Street Walton Felixstowe Suffolk IP11 9QN	Outline Application (Some Matters Reserved) - Residential development consisting of a pair of 3 bedroom semi-detached houses and 2no. 2 bedroom bungalows. Formation of upgraded vehicular access onto high street.	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	31220.33	35721.06	20680.13	24353.6	34538.46	30591.1	29362.19	32591.28	6710.78	26669.74	37497.64	25937.42	20213.03	28648.94
UA-73	DC/20/3705/FUL	Plot 9 Land At Mallard Way Off Rectory Road Hollesley	Construction of 2no. two storey dwellings in place of one dwelling as previously approved C/13/0320)	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	20290.24	25454.51	12531.99	14479.38	24281.25	19789.41	19103.96	21990.25	12137.05	15850.03	27169.73	26418.8	17825.34	18595.91
UA-74	DC/20/3818/OUT	Land To The North Of Wood Farm Helmingham Road Otley Suffolk IP6 9NS	Outline Application (With Some Matters Reserved) for the phased development of 12 self-build and custom housebuilding serviced plots, including 6 Starter Homes and 3 discount market sale affordable housing plots	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	25558.3	24591.08	11070.73	15584.26	23442.97	24007.15	20187.39	21549.18	15584.76	21727.19	26232.24	8860.16	1787.18	18938.39
UA-75	DC/20/3890/OUT	Land At Redwald Road Rendlesham Suffolk IP12 2TZ	Outline Application (With Some Matters Reserved) - Residential development for up to 75 dwellings, with associated open space, including community orchards and allotments, along with play space and integrated public rights of way	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	13708.01	17073.16	4311.23	5694.62	15891.49	12636.7	10740.81	13929.93	16654.37	9035.57	18860.68	23312.27	13997.38	9987.83
UA-76	DC/20/4151/OUT	Land Between The Entrance To The Sandlings Caravan Park And Rondebosch Lodge Road Hollesley Suffolk	Outline Application (All Matters Reserved) - Construction of up to three dwellings with all matters reserved	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	21930.08	26720.91	12884.34	15524.21	25540.72	21330.37	20348.28	23498.86	10144.82	17399.58	28467.17	25137.82	16867.05	19745.56
UA-77	DC/20/4339/FUL	Plot 5A Yew Tree Courtyard Framlingham Road Earl Soham Woodbridge Suffolk IP13 7SG	Erection of new building comprising 6 No. small units for Class E(g) employment use and associated B8 storage and associated parking and hardstanding	Permitted	Tier 1	No	No	N/A	No	N/A	No	N/A	N/A	20167.19	17246.38	9522.15	11664.65	16235.61	18725.83	14485.35	14647.94	22884.2	17760.21	18676.54	15678.79	10211.51	13142.07
UA-78	DC/20/4389/OUT	Diamond Mills Auction House Orwell Road Felixstowe Suffolk IP11 7DD	Outline Application (All Matters Reserved) - Demolition of Auction House and erection of 7 dwellings	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	31851.18	36673.62	21963.78	25372.6	35491.55	31312.47	30301.49	33492.28	8526.57	27375.86	38433.21	27760.95	21972.65	29644.31
UA-79	DC/20/4545/EIA	ABP Lowestoft Lowestoft Suffolk	EIA Scoping Opinion - Lowestoft Eastern Energy Facility	EIA required	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	28273.41	26186.65	42208.88	36912.41	28465.3	30904.49	31739.43	28523.64	60765.86	35909.22	25280.92	58086.97	51976.84	34278.69
UA-80	DC/20/4555/FUL	Land South Of Low Road Hasketon Suffolk IP13 6JG	The erection of 3 no. new dwellings, and associated shared vehicular access and driveway	Refused	Tier 1	No	No	N/A	N/A	N/A	N/A	N/A	N/A	380034.18	376317.07	366523.44	370686.93	375535.91	378561.25	374351.46	374274.99	359052.81	376972.28	377308.02	346463.14	355466.94	373007.59
UA-81	DC/20/4583/FUL	Land To West Of 18 Halesworth Road Reydon IP18 6NH	Construction of 3no. detached houses and associated carsheds	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	11650.14	10769.11	26486.61	20743.25	12917.21	14289.02	15113.27	12297.98	44632.21	19313.14	9967.29	44528.05	37235.22	18359.76

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
UA-82	DC/20/4646/FUL	Sizewell B Sizewell Power Station Complex And Adjoining Land Sizewell Power Station Road Sizewell Leiston Suffolk IP16 4UR	Hybrid application seeking outline planning permission, with all matters reserved, for up to 9,500 square metres Gross External Area (GEA) to provide administration, storage, welfare and canteen facilities and a visitor centre of up to 1,000 square metres GEA. Detailed planning permission is sought for demolition of some existing structures and redevelopment to include a training centre and interim visitor centre, an outage store, lay down area, car and cycle parking, landscaping, associated infrastructure (including utilities, plant and highway works), tree felling and other relevant works.	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Geology and Land Quality, AR, Air Quality	N/A	No	N/A	N/A	0	9117.17	16246.74	10107.12	8684.79	2543.09	1804.35	3005.54	32310.31	6297.95	9691.75	36808.77	28094.44	9503.48
UA-83	DC/20/4664/FUL	Exchange House Fountain Way Reydon Southwold Suffolk IP18 6SZ	Provision of 2no. additional units, use Class B2/B8, at existing premises	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	12468	11653.31	27386.62	21638.94	13810.03	15134.15	15937.2	13185.39	45524.79	20165.9	10844.2	45387.94	38124.01	19259.73
UA-84	DC/20/4661/FUL	Land Off Millers Way Church Road Otley Suffolk IP6 9NP	Construction of 5 dwellings	Refused	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	25578.56	24872.66	10875.57	15552.55	23710.5	24026.49	20288.27	21786.01	14667.78	21619.74	26539.08	9078.58	870.27	19053.52
UA-85	DC/20/4709/OUT	Cherry Lee Darsham Road Westleton Suffolk IP17 3AL	Outline Application (Some Matters Reserved) - Demolition of a dwelling and an outline application for up to 15 homes with full details submitted of the vehicular access.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	3953.21	3123.67	16880.26	11063.75	3988.75	5490.28	6263.4	2764.21	34960.85	10175.41	3167.9	35787.87	27966.37	8745.27
UA-86	DC/20/4692/EIA	Land At The Former Deben High School Site Garrison Lane Felixstowe Suffolk	EIA Screening Option - Proposed development of 61 dwellings and leisure facilities by East Suffolk Council.	Case closed	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	31724.36	36438.01	21606.75	25110.51	35255.5	31154.85	30068.85	33324.42	7932.47	27221.92	38203.86	27169.46	21428.74	29392
UA-87	DC/20/4732/FUL	Site Of Former St Johns Garage Bardolph Road Bungay Suffolk	Construction of two-storey building to provide Class E retail unit at ground floor with 4 no. Class C3 residential units above; and ancillary car parking and servicing area.	Withdrawn	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	26198	19645.63	31510.64	28894.76	21259.18	27252.16	25853.9	22204.63	49435.83	30803.14	19247.23	41047.3	37483.51	25968.64
UA-88	DC/20/4781/OUT	The Spinney Farnham Road Snape Suffolk IP17 1QW	Outline Application (with all matters except access reserved) for between 2 and 3 new dwelling houses	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	6573.54	10376.03	7438.11	1664.17	9216.44	5323.36	4153.26	7243.09	23995.34	2379.2	12063.88	28223.04	19299.09	4097.97
UA-89	DC/20/4846/EIA	B-17 Solar Farm Parham Airfield Parham Suffolk	EIA Screening Opinion - Proposed Solar Energy Scheme	EIA required	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Traffic and Transport	N/A	Yes	Yes	Cumulative	12201.02	11754.29	3287.01	3003.27	10542.04	10663.9	6734.04	8505.45	21951.14	9123.17	13530.25	22108.74	13781.08	5493.56
UA-90	DC/20/4890/FUL	10-14 Crompton Road Lowestoft Suffolk NR33 9NG	Demolition of no 10-14 Crompton Road. Construction of 6 no. dwellings, car parking, dropped kerbs, fencing and materials	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	27177.06	24421.67	40346.43	35272.4	26691.05	29689.59	30600.63	26866.97	59002.18	34621.86	23510.31	55639.71	49783.69	32551.57
UA-91	DC/20/4921/FUL	Former Carlton Motors Rushmere Road Carlton Colville Suffolk NR33 8HA	Demolition of existing garage buildings and construction of 4 No. detached bungalows with garages, access road and associated hard and soft landscaping	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	23538.55	20724.63	36674.18	31566.11	22996.33	26018.4	26945.1	23160.61	55313.95	30933.61	19813.51	52291.14	46244.04	28852.7
UA-92	DC/20/4968/OUT	Camelot Mill Road Wissett Halesworth Suffolk IP19 0RA	Outline Application (Some Matters Reserved) - Residential development of up to 4 No. dwellings with new access and associated parking following demolition of the existing dwelling Camelot	Refused	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	14890.44	8096.89	21291.12	17729.58	9720.61	15729.33	14461.76	10650.38	39883.34	19298.87	7802.67	35137.7	29489.5	14772.81
UA-93	DC/20/4991/FUL	37 And 39 Field Lane Kessingland Suffolk NR33 7QA	Construction of 2 No. Dwellings and Garaging with Associated Works, Including; Alterations to Existing Dwellings, Creation of Vehicular Access and Provision of Landscaping.	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	21826.37	19837.37	35875.68	30483.89	22112.76	24437.93	25286.45	22107.71	54363.84	29437.33	18938.45	52369.23	45907.73	27887.72
UA-94	DC/20/4993/FUL	45 Dobbs Lane Kesgrave Suffolk IP5 2QA	Erection of two dwellings (revised design to approval DC/20/2352/FUL)	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	27262.35	29375.03	13165.07	18153.28	28157.2	26085.68	23481.69	26092.4	4832.94	22614.84	31180.98	15324.87	9033.25	22441.56
UA-95	DC/20/5045/FUL	Land At Manor Farm The Manor House Estate Bawdsey Suffolk IP12 3AL	The construction of 3no. detached dwellings with carports/garages and new shared vehicular access.	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	24416.33	29644.31	16126.3	18589.52	28469.53	23963.26	23287.2	26167.98	10344.58	20025.21	31364.28	27263.62	19487.14	22752.67
UA-96	DC/20/5052/OUT	Land North Of Snipe Farm Road Clopton Suffolk IP13 6SQ	Outline Application (All Matters Reserved) - Erection of 2no. dwellings with cart lodges	Refused	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	24383.76	24383.01	9385.24	14355.88	23190.44	22874.33	19362.12	21198.06	12799.66	20189.93	26108.72	11041.56	1790.78	18155.85
UA-97	DC/20/5144/OUT	Land Off Pilgrims Way Bungay Suffolk	Outline Application (With All Matters Reserved) Residential development for up to 40 dwellings with open space, landscaping, access and associated infrastructure.	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	26229.29	19697.42	31615.69	28976.99	21318.83	27298.56	25925.89	22259.63	49555.09	30868.02	19289.18	41193.88	37616.67	26048.88
UA-98	DC/20/5181/OUT	Land East Of Abbey Road Leiston Suffolk	Outline Application (Some Matters Rerserved) - The erection of 100 new residential units (C3), with employment floorspace (E) (approximately 1,000 sq m) and family-oriented public house / restaurant (approximately 770 sq m).	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Noise and Vibration, Geology and Land Quality, Amenity and Recreation, Ground Water and Surface water, Air Quality, Landscape and Visual, Soils & Agriculture, Traffic and Transport	Already considered in ES	No	No	N/A	409.7	7684.34	13698.06	7513.35	6971.79	471.68	270.83	1740.87	30283.63	4358.27	8686.99	34180.02	25517.69	6869.28
UA-99	DC/20/5183/OUT	Land Adjacent To 295 High Road Trimley St Martin Suffolk IP11 0RJ	Outline Application (With Some Matters Reserved) Proposed residential development with associated works	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	30976.25	35030.5	19578.8	23620.1	33843.77	30231.3	28713.49	31845.93	4511.62	26350.39	36825.26	23753.36	18257.73	27925.42
UA-100	DC/20/5224/FUL	Land Rear Of 34 48 Old Station Road Halesworth Suffolk IP19 8JJ	Full planning application for 21 residential units (Use Class C3), associated car parking, public open space, landscaping and ancillary works.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	14392.68	7792.31	21515.94	17729.2	9515.03	15364.82	14371.07	10380.9	40162.78	19102.44	7363.65	35775.37	29977.31	14775.83
UA-101	DC/20/5239/EIA	Land Adjacent To Reeve Lodge High Road Trimley St Martin Suffolk	EIA Screening Opinion - Outline planning permission (all matters reserved except access) for the erection of up to 139 new homes (including provision of up to 46 affordable homes), land for a 2-form entry primary school with pre-school, open space, SUDS and all associated infrastructure provision	EIA not required	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	31041.76	35116.97	19680.48	23707.22	33930.78	30302.28	28797.56	31934.53	4627.92	26418.92	36911.07	23871.66	18382.57	28012.67
UA-102	DC/20/5278/FUL	Land To The North And West Of Garden Square And Gardenia Close Rendlesham Suffolk	A phased development of 75 dwellings, car parking, public open space, hard and soft landscaping, and associated infrastructure and access.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	14266.37	17301.86	3699.36	5889.88	16112.85	13133.48	11019.16	14116	16220.49	9622.59	19100.79	22514.56	13200.29	10194.08
UA-103	DC/20/5279/OUT	Land Adjacent To Reeve Lodge High Road Trimley St Martin Suffolk	Outline Application With Some Matters Reserved (Access to be considered) for the erection of up to 139 new homes (including provision of up to 46 affordable homes), land for a 2-form entry primary school with pre-school, open space, SUDS and all associated infrastructure provision.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture, Traffic and Transport, Terrestrial Ecology and Ornithology	Already considered in ES	No	No	N/A	31033.69	35109.71	19674.21	23700	33923.55	30294.38	28790.18	31927.38	4629.37	26410.94	36903.78	23872.74	18380.61	28005.46
UA-104	DC/21/0027/FUL	Halesworth Campus (Former Halesworth Middle School Site) Norwich Road Halesworth Suffolk IP19 8PY	Hybrid Planning Application for Retirement Community development to include (i) Full Planning Application for 54 bed care home (Use Class C2, Block C), associated landscaping, parking, access from Norwich Road and waste storage and (ii) Outline Application with all matters reserved for 100 Extra Care apartments and communal facilities (Use Class C2, Blocks A and B) and administration, training and staff accommodation building (Block D)	Awaiting decision	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	13926.41	7477.76	21548.85	17600.49	9261.43	14985.52	14183.61	10078.47	40227.13	18830.72	6956.85	36133.27	30209.85	14654.94

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
UA-105	DC/21/0541/FUL	Former Deben High School Garrison Lane Felixstowe Suffolk IP11 7RF	Hybrid Application - Full Application for the construction of 45 apartments and maisonettes and 16 houses in buildings ranging in height from 2 to 3 storeys, conversion of retained assembly hall to provide 250m2 community space, 16 residential car parking spaces, 1 car park space for community hall, 137 cycle parking spaces, highways and public realm works, hard and soft landscaping, access and associated works and Outline application (with all matters reserved except for access, use and scale) for redevelopment and extension of retained sports hall to provide indoor bowls facility and cricket pitch with pavillion, 32 car parking spaces, 24 cycle spaces, landscaping and associated works. All matters reserved except for access, use and building heights.	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	31718.62	36434.84	21606.82	25107.97	35252.33	31149.79	30065.59	33319.61	7943.22	27216.77	38200.53	27179.78	21435.7	29389.23
UA-106	DC/21/0607/EIA	Land At Oakes Farm Beccles Road Carlton Colville Suffolk	EIA Screening Opinion - approximately 20.75 for sports pitches/open space/parkland, approximately 5.4 ha of residential development (gross) and approximately 3.5 ha of commercial development	Awaiting decision	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	24578.42	21451.82	37312.83	32336.02	23711.44	27001.81	27907.05	23937.89	55992.85	31872.98	20540.85	52510.2	46662.16	29580.57
UA-107	DC/21/0621/FUL	Sibton Park Yoxford Road Sibton Suffolk IP17 2LY	Erection of 4 No. tourist accommodation lodges and associated development.	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	9157.15	2628.57	14375.37	10272.73	2836.91	9224.4	7016.41	3562.05	33094.88	11993.98	3548.05	30954.94	23998.59	7317.9
UA-108	DC/21/0671/FUL	Land West Of London Road Beccles Suffolk	Hybrid Planning Application: (i) Full Planning Application - Residential development of 150 dwellings (including affordable) together with public open space, roads, accesses, parking, garages, drainage and associated infrastructure (ii) Outline Planning Application 6 No. serviced Self Build Plots with associated access and infrastructure. Application is a partial re-design of existing planning permission DC/18/4312/FUL	Awaiting decision	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	23144.28	18041.57	32638.16	28617.01	20048.91	24960.27	24919.62	20664.98	51274.29	29369.18	17213.5	45667.86	40688.38	25691.24
UA-109	DC/21/0767/EIA	Carlton Park Industrial Estate Main Road Kelsale Cum Carlton Suffolk IP17 2NL	EIA Screening Opinion - Erection of 11 no. commercial units consisting of Class E (office and cafe / restaurant), B2 (light industrial) and B8 (storage and distribution) uses.	EIA Not Required	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	5992.05	5915.35	9203.7	3701.31	4733.26	4639.14	550.91	2877.99	27469.76	5593.22	7703.91	28704.56	20482.48	1083.28
UA-110	DC/21/0757/FUL	Land North Of The Street The Street Kettleburgh Woodbridge Suffolk IP13 7JP	Construction of 17no. new dwellings including 5no. affordable homes, with new shared vehicular access, driveways, cartlodges and garages	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	18238.11	16837.44	5669.91	8719.05	15689.57	16707.94	12679.87	13808.23	19576.26	15007.34	18486.07	16146.36	8491.35	11380.47
UA-111	DC/21/0895/FUL	43 St Johns Road Lowestoft NR33 0PH	Demolition of the residential accommodation and the garage to be replaced with a new house with seven one bedroom units.	Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	27714.05	25479.06	41488.72	36236.63	27757.35	30319.72	31173.69	27843.48	60070.67	35311	24571.67	57263.17	51195.1	33583.48
UA-112	DC/21/0935/OUT	Land South Of Blackheath Road Wenhaston With Mells Hamlet Suffolk	Proposed erection of 2no. new detached bungalows and associated garages	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	9529.47	3894.56	19627.04	14758.88	6069.61	10884.18	10746.37	6517.94	38292.26	15172.2	3028.48	36380.35	29534.91	11927.4
UA-113	DC/21/0980/FUL	Peakhill Farm Honeypot Lane Kelsale Cum Carlton Suffolk IP16 4TG	'small touring campsite for up to 10 touring caravans or campervans'	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Noise and Vibration, Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	3431.06	4618.66	12034.44	6022.43	3624.55	2647.34	1263.83	1564.54	29895.02	5696.37	6102.32	31720.54	23467.19	4076.85
UA-114	DC/21/1496/FUL	Pakefield Caravan Park Arbor Lane Lowestoft Suffolk NR33 7BE	Proposed siting of 7 static caravans in lieu of 12 touring caravan pitches, together with environmental improvements	Awaiting decision	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	24805.46	22622.68	38648.32	33348.46	24901.29	27405.21	28262.79	24958.63	57199.89	32395.49	21717.44	54715.52	48482.26	30712.76
UA-115	DC/21/1712/OUT	Newnham Business Park Saxtead Road Framlingham Suffolk IP13 9RE	Hybrid planning application seeking outline planning permission for the creation of a phased employment area for office, studio, workshop and light industrial and storage units comprising B1, B2 and B8 use classes (previously approved ref. DC/16/4370/OUT) and retrospective full planning approval for attenuation works and construction of new vehicular access as completed on land known as Newnham Business Park, Saxtead Road, Framlingham, Suffolk	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	Already considered in ES	No	No	N/A	17313.13	14497.67	7700.99	9152.63	13454.36	15883.85	11635.31	11814.97	23363.46	15079.17	15986.77	18245.39	11780.55	10293.7
UA-116	DC/21/1848/FUL	Land Adjacent To 295 High Road Trimley St Martin Suffolk IP11 0RJ	Demolition of existing bungalow and erection of 5no. new dwellings comprising 3no. detached bungalows and 2no. semi-detached houses all with associated parking.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	9598.95	3070.97	18193.13	13594.09	4974.48	10515.77	9902.55	5665.08	36896.75	14435.43	2511.79	34691.75	27906.99	10700.24
UA-117	DC/21/1902/OUT	Land Adjacent To 295 High Road Trimley St Martin Suffolk IP11 0RJ	Proposed residential development with associated works	Refused	Tier 1	Yes	No	N/A	N/A	N/A	No	N/A	N/A	30730.46	34754.13	19286.1	23343.07	33566.72	29976.91	28440.33	31566.92	4307.6	26099.92	36549.73	23534.3	17981.24	27648.14
UA-118	DC/21/1985/FUL	Land Adjacent To Sitwell Gardens Station Road Framlingham Suffolk IP13 9DW	4 x 3 bed dwellings with associated amenity, integrated bike storage, 2 parking spaces per unit and additional visitors parking. Access is through the existing entrance to the site off Station Road onto a permeable shared driveway.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	Already considered in ES	No	No	N/A	15999.2	13680.36	6253.88	7590.33	12580.64	14537.52	10316.51	10822.64	22752.66	13570.71	15258.21	19027.6	11921.14	8972.83
UA-119	DC/21/2207/OUT	Greenways Nursery Ipswich Road Newbourne Suffolk	Outline Application - Demolition of nursery buildings and erection of 2 No chalet bungalows and associated works	Awaiting decision	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	26529.91	29801.77	13954.65	18410.45	28601.69	25580.13	23595.9	26560.42	3747.76	21835.19	31611.84	19612.64	12843.47	22703.6
UA-120	DC/21/2289/EIA	Site At Former Crown Nursery High Street Ufford Suffolk IP13 6EL	Environmental Impact Accessment - Proposed Development of 2.67ha of land of which 1.04ha is to be developed with a built form of 13no. units of commercial floorspace all comprising uses within Class E of the Use Classes Order 1987 (as amended).	Awaiting decision	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	18644.78	20547.6	4385.71	9284.85	19332	17361.3	14613.9	17268.09	12813.77	14105.08	22357.85	18147.26	8855.27	13575.67
UA-121	DC/21/2387/EIA	Land West Of Sandpit House And Sewage Pumping Station Loudham Hall Road Pettistree Suffolk	EIA Screening Opinion - Proposed development of a 21 MWp Solar PV Development	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	15945.84	17665.77	1639.92	6401.75	16451.26	14595.8	11731.72	14388.42	15648.78	11513.83	19476.95	19714.67	10441.65	10686.47
UA-122	DC/21/2500/FUL	The Nursery Main Road Pettistree Woodbridge Suffolk IP13 0HH	Provision of 10 x no. shipping containers to facilitate expansion of existing self storage business	Awaiting decision	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	16802.92	18359.52	2170.17	7177.16	17142.58	15439.07	12501.53	15077.82	15030.17	12383.49	20167.91	18897.44	9607.39	11431.68
UA-123	DC/21/2529/FUL	Carlton Park Industrial Estate Main Road Saxmundham Suffolk IP17 2NL	Erection of 4 no. commercial units (B8)	Awaiting decision	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	5959.15	5973.88	9175.21	3641.14	4791.48	4596.57	495.02	2947.6	27423.38	5517.56	7760.08	28708.43	20472.41	1069.24
UA-124	DC/21/2575/EIA	Land At Corporation Farm Drunkards Lane Falkenham Ipswich Kirton IP10 0PT	EIA Screening Opinion- Proposed reservoir	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	28385.49	32477.42	17171.66	21071.94	31293.71	27638.03	26149.28	29305.32	4634.43	23757.31	34268.66	23205.46	16859.78	25377.35

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
UA-125	DC/20/01415	Barley Green Garage Laxfield Road Stradbroke Eye Suffolk IP21 5JX	Outline Application (all matters reserved)- Erection of 6No dwellings (including 2 affordable homes) (following demolition of garage).	Refused (appeal dismissed)	Teir 1	No	No	N/A	N/A	N/A	No	N/A	N/A	21927.47	16072.92	17179.45	17358.85	15824.44	21079.64	17232.17	15317.53	32613.8	21948.65	16868.85	22788.86	19653.35	16184.39
UA-126	DC/20/05126	Land South Of Mill Lane Stradbroke Suffolk	Outline planning application (all matters reserved, access to be considered) Residential development of up to 89No dwellings (including 9No affordable dwellings), provision of a new school car park and bus drop off area, land for a new pre-school facility, public open space, upgrades to Mill Lane and associated works.	Awaiting decision	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	23861.96	17970.88	18624.73	19049.03	17755.29	22999.37	19130.42	17250.97	33336.01	23796.64	18745.63	22390.57	20067.46	18052.2
UA-127	DC/20/00241	Land At Badingham Road Laxfield Suffolk IP13 8JA	Planning Application - Use of land for siting 4no eco shepherds huts for Holiday Let Accommodation. Erection of ablutions block following demolition of stable block.	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	15820.85	10322.68	13107.66	12220.29	9811.46	14990.13	11217.72	9208.49	30633.88	16099.38	11230	24648.94	19187.43	10299.33
UA-128	DC/20/02523	Land East Of Bickers Hill Road Laxfield Woodbridge Suffolk IP13 8EZ	Application for Outline Permission (some matters reserved, access to be considered) - Erection of 8No. Dwellings and two accesses.	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	Already considered in ES	No	No	N/A	16876.61	10743.67	15058.64	14087.05	10610.62	16255.95	12666.22	10320.26	32489.79	17673.79	11533.54	25770.78	20782.51	11893.02
UA-129	DC/21/03051	Corner Farm Banyards Green Laxfield Suffolk IP13 8ES	Planning Application. Replacement of redundant rural barns under the Fallback Principle with Phased Development of 4no dwellings and parking including 1no. innovative self-build dwelling.	Awaiting decision	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	16858.37	10697.71	15122.89	14130.72	10582.15	16250.01	12673.31	10306.53	32571.98	17688.5	11481.34	25864.59	20874.35	11910.88
UA-130	20/00485/FUL	Land Adjacent 553 And 12 To 13 The Quadrangle Centre The Drift Nacton Road Ipswich Suffolk	Erection of new commercial building for light industrial (Class B1) use.	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	33562.73	35373.23	19217.79	24303.62	34155.29	32361.73	29630.05	32096.13	5386.17	28923.65	37166.54	14507	12173.22	28551.45
UA-131	20/00781/FUL	Areas U V And W Ravenswood Nacton Road Ipswich Suffolk	Erection of 96 dwellings (house and flats) including roads, footpaths, drainage and landscaping.	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	33357.15	35380.87	19188.09	24230.83	34162.39	32192.89	29560.8	32099.71	4542.24	28698.54	37180.42	15382.8	12670.94	28502.91
UA-132	21/00149/FUL	Car Parking Adjacent And Amenity Area 4 Berwick Road Ipswich Suffolk	Provision of 6 no. storage containers.	Permitted	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	32076.98	34391.32	18181.86	23144.19	33173.71	30960.85	28467.98	31108.84	2879.8	27399.69	36197.96	16339.82	12641.63	27441.66
UA-133	20/00359/FUL	1 Walker Close Ipswich Suffolk IP3 8LY	Erection of a "mobile" operating theatre (following demolition of existing theatre).	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	31583.3	33202.87	17085.45	22199.34	31985.7	30341.97	27517.75	29929.56	5454.36	26973.28	34991.87	13341.75	10047.76	26423.41
UA-134	20/01066/FUL	Land Rear Of 12 To 42 Reading Road And Lockup Garages The Drift Woodbridge Road Ipswich Suffolk	Erection of 6 no. dwellings with garages and alterations to existing access.	Permitted	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	31496.76	32829.24	16814.1	21960.87	31614.76	30208.22	27256.81	29566.97	6578.68	26927.02	34607.56	12163.87	9109.05	26137.78
UA-135	SCC/0045/21B	Brooklands Primary School Palfrey Heights Brantham CO11 1TU	Expansion to include 4 additional teaching spaces, ancillary spaces, demolition of swimming pool, additional car, scooter and cycle parking and artificial grass pitch.	Awaiting Decision	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	44765.9	46687.68	30546.19	35627.57	45470.37	43616.33	40955.55	43413.52	14599.03	40096.56	48476.97	20995.47	22490.17	39879.86
UA-136	SCC/0046/21W/PreApp	Copeland Way, Ellough, Beccles, NR34 7TL	Screening request for proposed anaerobic digestion plant	Informative	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	22273.42	17981.22	33353.03	28834.51	20147.58	24386.36	24765.3	20588.35	52070.56	29036.77	17095.6	47610.62	42119.61	25967.31
UA-137	SCC/0040/21SE	Haverhill Waste Transfer Station Homefield Road Haverhill CB9 8QP	Change of use and alterations to provide combined Recycling Centre and Waste Transfer Station	Awaiting Decision	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	80387.52	78286.05	65829.57	70477.17	77279.32	78842.25	74868.64	75637.49	57249.89	76598.27	79663.84	45849.02	54566.5	73564.22
UA-138	SCC/0027/21FSCREEN	Cavenham Quarry, Cavenham Heath, Cavenham, Bury St Edmunds, Suffolk IP28 6SE	Screening and Scoping Request in respect of a planning application to allow for an extension to Cavenham Quarry for the extraction, processing, sale and distribution of sand and gravel and subsequent restoration using inert materials on land adjacent to Cavenham Quarry	Informative	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	69463.73	65045.97	57635.06	60959.45	64362.19	68093.97	63835.56	63276.54	57181.6	67182.96	65941.28	39430.89	47943.51	62506.05
UA-139	SCC/0017/21B	Suffolk Fire and Rescue Service Training Centre Wattisham Airfield Wattisham IP7 7RA	Single-storey and two-storey LPG hot training rig (extension to existing hot training rig) & erection of single-storey and two-storey carbonaceous hot training rig on existing concrete hardstanding.	Awaiting Decision	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	42473.95	40846.69	27917.81	32534.09	39772.7	40925.43	37010.66	38017.62	23159.35	38661.11	42349.52	7930.76	16682.74	35724.77
UA-140	SCC/0110/20MS	Land At Masons Landfill Site Bramford Road Great Blakenham IP6 0JX	Use of land for non-hazardous and hazardous waste processing and transfer, with repair and fabrication workshop, retospective erection of biomass boiler building and associated site works	Application Approved	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Air Quality	N/A	Yes	Yes	Future basline / Cumulative	35496.31	34916.71	20511.72	25448.1	33764	33963.58	30326.07	31853.81	15075.06	31312.83	36561.08	4719.85	9408.09	29097.86
UA-141	SCC/0013/21B	St Edmunds Catholic Primary School Westgate Street Bury St Edmunds IP33 1QG	Erection of new 30 pupil place Special Educational Needs and Disability teaching facility with associated drop-off access.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	59087.09	55446.12	46275.18	50015.21	54616.83	57635.72	53404.18	53302.77	44519.75	56300.65	56541.37	27203.28	35987.81	52060.41
UA-142	SCC/0004/21MS	Barham Quarry Sandy Lane Barham Ipswich Suffolk IP6 0EB	Propose to allow for two minor extensions to Barham Quarry for the extraction of sand and gravel, the continuation of sand and gravel extraction and subsequent restoration using inert materials with associated access. And to allow rephasing of mineral extraction and restoration.	Awaiting decision	Teir 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	33177.84	32476.15	18247.99	23120.91	31326.43	31626.84	27942.91	29423.6	14737.11	29055.9	34115.93	3958.18	7045.8	26710.69
UA-143	SCC/0095/20SE	North Farm, Elveden Road Barnham Thetford IP24 2PH	Extraction of sand and gravel and subsequent importation of inert waste material to achieve a beneficial restoration of the site back to heathland on land at North Farm, Barnham.	Awaiting decision	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	61863.85	56554.15	51678.37	54284.39	56160.71	60613.09	56414.57	55339.2	54787.1	60282.69	57351.12	35990.26	43476.03	55132.07
UA-144	SCC/0114/20SE	St Edmunds Catholic Primary School Westgate Street Bury St Edmunds IP33 1QG	Erection of new 30 pupil place Special Educational Needs and Disability teaching facility with associated drop-off access.	Application Withdrawn	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	59087.09	55446.12	46275.18	50015.21	54616.83	57635.72	53404.18	53302.77	44519.75	56300.65	56541.37	27203.28	35987.81	52060.41
UA-145	SCC/0107/20MS	Stowupland High School Church Road Stowupland Stowmarket IP14 4BQ	Construction of a new standalone block to provide 18 KS2 SEND places, with associated additional car and cycle parking.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	37901.97	35116.15	24619.61	28496.91	34149.85	36402.31	32241.96	32603.9	25578.91	34789.65	36445.18	6690.98	14585.08	30903.87
UA-146	SCC/0109/20IP	Copleston High School, Copleston Road, Ipswich, IP4 5HD	Development of a new 18 pupil place Special Educational Needs and Disability unit with associated external works in Copleston High School in Ipswich, Suffolk.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	31570.81	33100.3	17011	22137.18	31883.82	30314.48	27449.81	29830.02	5809.69	26972.6	34886.14	12970.92	9760.08	26347.48

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
UA-147	SCC/0103/20F	Exning Primary School Oxford Street Exning CB8 7EW	The proposal involves the construction of a new standalone block to provide 12 KS1 places for pupils with special educational needs and disability. The block is to be located adjacent to the dining/kitchen block and makes use of the western site access to provide a route for pupils/staff.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	82758.12	78859.54	69984.26	73752.14	78082.51	81321.99	77079.89	76849.98	66684.6	80036.86	79862.38	50570.77	59498.78	75737.33
UA-148	SCC/0096/20IP	University of Suffolk Campus North (The Hold) New Street Ipswich IP3 8AH	Installation of container and compound area that will house the Battery Storage System Installation to serve the The Hold Archive Building	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	33437.57	34667.33	18712.58	23866.44	33455.01	32140.35	29151.37	31413.01	7465.04	28873.55	36438.6	11975.11	10405.7	28022.93
UA-149	SCC/0098/20MS/SCREEN	Lawn Farm Quarry Wetherden Suffolk IP14 3JU	EIA Screening and Scoping request within an area identified as the northern extension for the extraction, processing, sale and distribution of sand and gravel with subsequent restoration using inert materials.	Informative	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	45124.92	41700.41	32382.17	36035.12	40826.13	43664.63	39441.02	39442.42	32829.56	42318.6	42876.55	14249.28	22519.93	38097
UA-150	SCC/0086/20MS	Chilton Leys New Primary School Fuller Way Stowmarket IP14 1WB	The proposed project works include; the construction of a new 210 pupil place two storey Primary School, 60 place single storey Pre-School, car park and associated external areas.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	40977.42	38108.19	27667.6	31576.68	37156.64	39479.79	35314.22	35634.73	27646.66	37869.13	39410.77	9011.12	17424.12	33975.21
UA-151	SCC/0085/20MS	Lawn Farm Quarry Wetherden Stowmarket IP14 3JU	Installation and use of a washing plant for the recycling of inert wastes together with associated access onto the highway	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	45038.79	41681.36	32206.19	35902.74	40797.72	43572.78	39355.33	39396.95	32457.58	42188.6	42872.37	13926.28	22260.87	38011.36
UA-152	SCC/0063/20F	Cavenham Quarry Cavenham Road Tuddenham Bury St. Edmunds IP28 6SE	Minor extension to Cavenham Quarry for the extraction, processing, sale and distribution of sand and gravel and subsequent restoration using inert materials together with the use of the existing access.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	69153.93	64787.04	57256.61	60610.19	64087.77	67778.59	63519.97	62988.21	56684.89	66840.18	65687.52	38978.99	47517.55	62188.96
UA-153	SCC/0073/20SE	Moreton Hall SEMH School Moreton Hall Estate Bury St Edmunds IP32 7BY	Development of land next to Abbotts Green primary school to provide a new SEMH school. The development requires 13No external doors across all elevations and the provision of external fences and planting to the site. This will entail the development of the land to ensure it is suitable for the building and the development of the external areas to ensure the surrounding area is suitable for the pupils.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	56295.43	52574.75	43652.94	47305.19	51755.21	54853.82	50614.94	50460.62	42614.27	53585.21	53656.19	24892.43	33549.81	49271.83
UA-154	SCC/0071/20SC	Foxhall Household Waste Recycling Centre Foxhall Road Foxhall IP10 0BG	The proposed development will be a waste management facility comprising of the following:- . Highways improvements along Foxhall Road including road widening and improved site access. . Relocation of the Recycling Shop and facilities to enlarge the overall site. . Alterations to the existing layout including introducing a split-level skip loading dock. . Alterations to the existing layout to improve traffic flows, segregation of HGVs and stacking within the site. . Largely relocating existing equipment. . Improving welfare facilities for staff. . Associated mechanical and electrical works	Application Approved	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Traffic and Transport	N/A	Yes	Yes	Cumulative	28234.03	30768.37	14596.49	19448.23	29553.79	27141.73	24754.34	27490.65	2888.95	23551.17	32579.53	16822.2	10982.5	23759.58
UA-155	SCC/0068/20W	Beccles Business Park, B And B Skips Limited Anson Way Worlingham NR34 7TJ	Erection and use of a two storey office building and relocation of the site weighbridge to support the B and B operations	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	22554.37	18212.03	33537.6	29054.06	20369.85	24653.39	25007.85	20823.39	52253.02	29292.35	17329.19	47684.44	42244.75	26181.32
UA-156	SCC/0064/20F	Cavenham Quarry Allen Newport Ltd Cavenham Road Tuddenham Bury St. Edmunds IP28 6SE	Planning application for a minor western extension to Cavenham Quarry for the extraction, processing, sale and distribution of sand and gravel and subsequent restoration using inert materials together with the establishment of a replacement recycling facility with the continued use of the existing processing plant, ancillary infrastructure and access. Also, to allow for an alternative restoration scheme for the existing quarry using inert materials on land at Cavenham Quarry.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	68755.21	64314.17	56973.68	60275.61	63636.64	67388.4	63130.39	62557.27	56665.61	66494.49	65207.57	38848.02	47328.5	61801.76
UA-157	SCC/0058/20W	Wangford Landfill Site Hill Road Wangford NR34 8AR	Installation of Leachate Tank, erection of portacabin and associated works.	Application Approved	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	11670.94	8937.54	24964.87	19568.1	11203.18	14009.93	14961.12	11180.75	43433.45	18856.68	8051.26	42228.9	35273.9	16955.52
UA-158	SCC/0062/20MS/SCREEN	Lawn Farm Quar	Screening Request in respect of a planning application for the installation and use of a washing plant for the recycling of inert waste	Informative	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	45038.79	41681.36	32206.19	35902.74	40797.72	43572.78	39355.33	39396.95	32457.58	42188.6	42872.37	13926.28	22260.87	38011.36
UA-159	SCC/0059/20MS	Land at Needham	Erection of a joint fire and police station with associated external areas, including a two-vehicle appliance bay; waiting area for two ambulances; a 50-space police car park, 16-space visitor car park and fire training tower. The site will provide permanent office space for the Suffolk Constabulary and shared space for fire and police.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	38987.32	36627.49	25177.76	29339.41	35616.63	37463.75	33377.06	33985.39	24265.17	35606.93	38027.48	5781.83	14507.63	32052.21
UA-160	SCC/0034/20IP	Ipswich Wharf Operation, West Bank Terminal, Brett Aggregates Wherstead Road Ipswich IP2 8NB	Erection of a concrete batching plant	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	34435.96	35828.52	19808.83	24950.99	34614.34	33168.24	30251.9	32567.23	7305.81	29844.01	37605.64	12921.68	11700.83	29136.01
UA-161	SCC/0048/20MS/SCREEN	Barham Quarry Sandy Lane Barham Ipswich Suffolk	Screening and scoping request for Barham Quarry	Informative	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	33177.84	32476.15	18247.99	23120.91	31326.43	31626.84	27942.91	29423.6	14737.11	29055.9	34115.93	3958.18	7045.8	26710.69
UA-162	SCC/0043/20MS/SCOPE	Masons Landfill Site, Great Blakenham, Ipswich	Request for a scoping opinion: Extension of time to complete the restoration of Masons Landfill, Great Blakenham, Ipswich	Informative	Tier 1	Yes	Yes	Yes	No	N/A	No	N/A	N/A	35496.31	34916.71	20511.72	25448.1	33764	33963.58	30326.07	31853.81	15075.06	31312.83	36561.08	4719.85	9408.09	29097.86
UA-163	SCC/0046/20SE	Land at The Folly Ingham Culford Bury St Edmunds IP28 6TY	Landfilling using inert soils to restore land to enable agricultural use.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	59372.14	54888.75	47863.02	51014.79	54212.49	58016.7	53761.05	53143.1	48882.27	57204.4	55783.93	30473.48	38620	52436.35
UA-164	SCC/0032/20/SCOPE	Cavenham Quarry, Marston's Pit, Cavenham Heath, Cavenham, Bury St Edmunds, Suffolk, IP28 6SE	EIA Scoping request for the extension of minerals extraction and associated inert waste back filling.	Informative	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	69004.24	64588.3	57181.16	60501.89	63903.5	67634.55	63376.16	62817.27	56771.43	66724.85	65484.04	38997.37	47500.6	62046.68
UA-165	SCC/0011/20MS	Land To The north Of Thurston Community College Ixworth Road Thurston IP31 3QE	Phased development for Thurston Community College. Phase 1: Construction of a 60-space car park, 10-place drop-off area, cycle parking and footpath link to Community College. Phase 2: Construction of a floodlit Multi-Use Games Pitch (to include out-of-hours community use of pitch and car park)	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	52683.36	48823.6	40337.54	43838.08	48022.27	51259.15	47010.4	46763.43	40430.69	50102.8	49878.78	22181.51	30570.84	45669.36

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
UA-166	SCC/0174/17IPNMA	19-21 Neptune Quay, Ipswich, IP4 1QJ	Construction of a mostly single storey building for the Suffolk Record Offices with a double height search room and two-storey administrative building. The proposals also include an education annexe with lecture hall, seminar rooms and learning centre; ancillary cafe, retail and exhibition space, and landscaping. Existing University facility building on the site to be demolished.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	33529.86	34796.51	18825.2	23976.87	33583.7	32238.79	29265.75	31540.35	7361.44	28959.82	36569.32	12151.7	10583.65	28140.18
UA-167	SCC/0016/20/Screen	Cavenham Quarry Martston's Pit Cavenham Heath Cavenham Bury St Edmunds IP28 6SE	EIA Screening request for an extension to minerals extraction with associated inert waste back filling.	Informative	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	68755.21	64314.17	56973.68	60275.61	63636.64	67388.4	63130.39	62557.27	56665.61	66494.49	65207.57	38848.02	47328.5	61801.76
UA-168	SCC/0021/20E	Bungay High Sixth Form Centre Hillside Road East Bungay NR35 1JS	Development of former Bungay middle school site to provide SEND provision. The development requires the insertion of 4No external doors to the south and west elevation and provision of external fences to the site. This will entail the demolition of existing out building around the site to provide provision of external space required for the development.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	25838.89	19403.25	31613.85	28836.14	21061.94	26974.97	25730.08	21979.28	49650.84	30633.16	18949.42	41557.44	37831.08	25898.08
UA-169	SCC/0022/20/SCREEN	Cavenham Quarry Martston's Pit Cavenham Heath Cavenham Bury St Edmunds IP28 6SE	EIA Screening & Scoping Request for a extension to minerals extraction and revised site restoration	Informative	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	68755.21	64314.17	56973.68	60275.61	63636.64	67388.4	63130.39	62557.27	56665.61	66494.49	65207.57	38848.02	47328.5	61801.76
UA-170	SCC/0014/20SE	Indigo Waste Services Ltd Unit 6 Little Heath Barnham IP24 2SY	Retrospective application for the use of the site for a recycled glass bulking facility, including storage facilities, haulage depot and ancillary parking.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	60887.86	55704.96	50497.43	53183.25	55264.52	59619.51	55407.73	54402.35	53359.46	59215.75	56520.71	34587.12	42153.17	54117.3
UA-171	SCC/0013/20IP	University of Suffolk Campus (The Hold) New Street Ipswich IP3 8AH	Installation of container that will house the Photovoltaic Battery storage units for the Hold and the University Of Suffolk	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	33437.57	34667.33	18712.58	23866.44	33455.01	32140.35	29151.37	31413.01	7465.04	28873.55	36438.6	11975.11	10405.7	28022.93
UA-172	SCC/0075/19MS	Poplar Farm, Bedfield Road, Worlingworth, Woodbridge, IP13 7LR	Retrospective application: Recycling and waste transfer of inert wastes, including storage and crushing using mobile plant, and installation of noise attenuation barrier.	Application Refused	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	22433.55	18231.19	13550.91	15090.71	17412.83	21122.71	16894.63	16200.78	26773.15	20819.18	19369.2	16774.25	13469.87	15599.71
UA-173	SCC/0099/19B	Harpers Hill Farm Harpers Hill Nayland With Wissington CO6 4NT	Part retrospective application for the erection of 6 bays for the storage of non-hazardous wastes with associated screening and soil washing.	Application Approved	Tier 1	No	No	N/A	N/A	N/A	No	N/A	N/A	56015.35	56316.5	41046.29	46184.61	55139.5	54629.71	51329.06	53174.47	27990.11	51531.84	58003.98	24746.01	30683.57	50137.97

Annex C: Short List of Additional Schemes Identifies

Key for the identification of colour coding for the status of short listed Plans, Projects and Programmes

Categories	Colour coding in the short list
Future baseline / Cumulative schemes which are not yet built and construction timelines unknown, to be considered as both a cumulative scheme and potential receptor.	
Cumulative - schemes which will be under construction at the same time as the Sizewell C Project.	
Future baseline - schemes which will be completed prior to 2022, there is an assumption here that any small scale residential developments will be constructed prior to 2022.	
Baseline - schemes which are completed at the time of assessment.	

ID	App_ref	Address	Description	Status	Tier	Within ZOI	Progress to Stage 2	Overlap in temporal scope	Scale and Nature of development likely to have a significant effect	Other_factors	Shortlisted	Stage3_4	Categorisation	Dist_MDS_m	Dist_Darsham_m	Dist_Wickham_m	Dis_TVB_m	Dist_Yoxford_m	Distance_Rail_m	Dist_Branch_m	Dis_SLR_m	Dist_Freight_m	Dist_A1094_B1069_m	Dist_A12_A144_m	Dist_A140_B1078_m	Dist_B1078_B1079_m	Dist_A12_B1119_m
UA-12	DC/20/0433/FUL	Timber Mill Barn Sizewell Hall Road Leiston Suffolk IP16 4TT	Conversion and alterations to redundant agricultural barn to provide 9 No. Units of holiday let accommodation	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Noise and Vibration, Air Quality	N/A	Yes	Yes	Future basline / Cumulative	226.16	9932.01	15958.71	9911.9	9405.84	2941.13	1618.84	3696.68	31611.49	5685.43	10609.07	36641.24	27823.41	9603.49
UA-16	DC/20/0643/FUL	22E Sole Bay Fish Company Blackshore Southwold Suffolk IP18 6ND	Installation of a Sewerage Pumping Station	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	9805.56	9814.58	25140.08	19255.18	11824.06	12512.17	13278.77	10741.52	43083.02	17555.54	9102	43652.12	36118.56	17004.67
UA-19	DC/20/0902/OUT	Suffolk Constabulary Force Headquarters Portal Avenue Martlesham Heath Martlesham Suffolk IP5 3QS	Outline Application (Some Matters Reserved) - Demolition and removal of all necessary existing buildings and structures to enable the residential development for up to 300no. new dwellings, with access from Portal Avenue, associated open space and landscaping, drainage and infrastructure.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Air Quality, Traffic and Transport, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	26662.32	28851.83	12644.91	17602.85	27634.58	25496.15	22928.71	25569.72	5058.69	22009.81	30659.5	15676.94	9050.7	21898.13
UA-23	DC/20/1034/FUL	Brook Hall Farm Edwards Lane Bramfield Suffolk IP19 9HN	The installation of a 1 No. 30m high telecommunications slimline lattice tower, with 2 No. multi-band antennas, 2 No. 0.6m DIA dishes, 3 No. equipment cabinets and ancillary development thereto. Installed within a 2.2m timber fence in a 9.15m x 7.7m compound.	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	11278.04	4598.47	19065.89	14822.14	6384.78	12161.27	11344.65	7196.74	37783.83	15947.3	4189.22	34739.52	28305.04	11892.61
UA-27	DC/20/1144/FUL	Land Rear Of Wingfield House Market Place Saxmundham Suffolk	Construction of two dwellings	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Noise and Vibration	N/A	Yes	Yes	Future basline / Cumulative	5894.4	6812.18	8646.41	2826.19	5630.32	4421.12	451.26	3845.31	26700.97	4740.19	8580.18	28507.78	20120.85	989.14
UA-43	DC/20/1860/OUT	Land Off Howlett Way Trimley St Martin Suffolk	Outline Application (With some matters reserved) - Phased construction of up to 340 dwellings with open space, a new Early Years Facility, new roundabout access from Howlett Way, a foul water pumping station and associated landscaping.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture, Traffic and Transport	N/A	Yes	Yes	Future basline / Cumulative	30644.92	34779.12	19409.02	23372.56	33594.93	29918.49	28451.87	31604.54	4805.3	26029.33	36570.81	24014.72	18365.43	27678.08
UA-51	DC/20/2546/EIA	Rose Farm Rose Farm Lane Framlingham Woodbridge Suffolk IP13 9PT	EIA Screening Opinion - To provide winter water storage for crop irrigation	EIA Not Required	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	18072.81	14713.57	9120.4	10380.97	13738.32	16693.83	12436.01	12240.98	24519.31	16149.72	16100.4	18311.23	12490.07	11110.04
UA-54	DC/20/2805/FUL	123 Bucklesham Road Purdis Farm Suffolk IP3 8UA	Erection of 2 detached dwellings with garages following demolition of existing bungalow.	Refused (Appeal lodged)	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	31565.69	33679.26	17473.75	22488.33	32460.91	30410.37	27817.64	30396.84	3486.3	26904	35482.2	15392.74	11608.55	26770.9
UA-57	DC/20/2842/OUT	Wood Farm Helmingham Road Otley Suffolk IP6 9NS	Outline Application (All Matters Reserved) - Development of up to five dwellings	Refused (Appeal lodged)	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	25554.54	24586.91	11067.61	15580.65	23438.82	24003.4	20183.48	21545.06	15586.94	21723.75	26228.05	8863.46	1789.32	18934.44
UA-58	DC/20/2913/FUL	Home Farm Hollesley Road Capel St Andrew Suffolk	Conversion of 7 traditional barns into dwellings	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	16534.96	21945.34	10601.01	11332.09	20783.11	16077.65	15648.96	18277.08	15225.5	12142.17	23626.21	27213.44	18116.03	15253.33
UA-59	DC/20/3053/FUL	Tyneholme Butts Road Westhall Halesworth Suffolk IP19 8QT	Erection of two additional agricultural grain drying and storage silos	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	17366.77	11446.8	25579.83	21708.6	13298.96	18747.66	18267.85	14044.89	44214.99	22815.33	10742.47	39248.04	33821	18764.55
UA-61	DC/20/3142/FUL	High Lodge Leisure Darsham Road Hinton Blythburgh Saxmundham Suffolk IP17 3QT	Redevelopment of golf course and vacant paddock land for the siting of 170 holiday lodges, 3 tree houses, new Facilities Building, Maintenance and Housekeeping Building, car parking and associated highway works.	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	7034.18	1471.21	17505.59	12296.57	3741.79	8176.83	8079.66	3917.57	36046.31	12463.24	622.24	35210.54	27921.77	9564.44
UA-63	DC/20/3264/FUL	Land Between High Street And Chapel Lane Pettistree Suffolk	A phased development comprising:Hybrid Planning Application: (i) Full Planning Application - Residential development of 129 dwellings (including affordable housing) together with public open space, roads, accesses, parking, garages, drainage and associated infrastructure; (ii) Outline Planning Application - 7 No. serviced Self Build Plots with associated access and infrastructure.	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Landscape and Visual, Soils & Agriculture, Traffic and Transport, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	16308.88	17680.29	1471.39	6565.58	16462.6	14909.4	11875.37	14397.74	15743.18	11955.36	19486.87	19070.19	9831.13	10786.89
UA-64	DC/20/3326/OUT	Land At Victoria Mill Road Framlingham Suffolk	Outline application with all Matters Reserved apart from access. A phased development, including the erection of up to 49 Custom/Self-Build homes (plots), with the development to include 16 affordable homes, public open space that will include equipped play and multi-use games area, landscaping, and other associated infrastructure	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	16257.66	14031.68	6158.78	7694.08	12926.85	14786.52	10578.88	11155	22430.92	13737.03	15616.4	18685.33	11548.6	9236.51
UA-67	DC/20/3362/FUL	Land West Of Chapel Road Grundisburgh Suffolk	Full Planning Application for the erection of 70 dwellings, including affordable dwellings, together with public open space, roads, accesses, parking, garages, drainage and associated infrastructure	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	25546.56	26477.21	10615.14	15775.18	25264.98	24167.15	21018.44	23223.92	9463.3	21098.81	28249.04	12218.04	4458.6	19871.45
UA-74	DC/20/3818/OUT	Land To The North Of Wood Farm Helmingham Road Otley Suffolk IP6 9NS	Outline Application (With Some Matters Reserved) for the phased development of 12 self-build and custom housebuilding serviced plots, including 6 Starter Homes and 3 discount market sale affordable housing plots	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	25558.3	24591.08	11070.73	15584.26	23442.97	24007.15	20187.39	21549.18	15584.76	21727.19	26232.24	8860.16	1787.18	18938.39
UA-75	DC/20/3890/OUT	Land At Redwald Road Rendlesham Suffolk IP12 2TZ	Outline Application (With Some Matters Reserved) - Residential development for up to 75 dwellings, with associated open space, including community orchards and allotments, along with play space and integrated public rights of way	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	13708.01	17073.16	4311.23	5694.62	15891.49	12636.7	10740.81	13929.93	16654.37	9035.57	18860.68	23312.27	13997.38	9987.83
UA-81	DC/20/4583/FUL	Land To West Of 18 Halesworth Road Reydon IP18 6NH	Construction of 3no. detached houses and associated carsheds	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	11650.14	10769.11	26486.61	20743.25	12917.21	14289.02	15113.27	12297.98	44632.21	19313.14	9967.29	44528.05	37235.22	18359.76
UA-85	DC/20/4709/OUT	Cherry Lee Darsham Road Westleton Suffolk IP17 3AL	Outline Application (Some Matters Reserved) - Demolition of a dwelling and an outline application for up to 15 homes with full details submitted of the vehicular access.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	3953.21	3123.67	16880.26	11063.75	3988.75	5490.28	6263.4	2764.21	34960.85	10175.41	3167.9	35787.87	27966.37	8745.27
UA-88	DC/20/4781/OUT	The Spinney Farnham Road Snape Suffolk IP17 1QW	Outline Application (with all matters except access reserved) for between 2 and 3 new dwelling houses	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	6573.54	10376.03	7438.11	1664.17	9216.44	5323.36	4153.26	7243.09	23995.34	2379.2	12063.88	28223.04	19299.09	4097.97
UA-89	DC/20/4846/EIA	B-17 Solar Farm Parham Airfield Parham Suffolk	EIA Screening Opinion - Proposed Solar Energy Scheme	EIA required	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Traffic and Transport	N/A	Yes	Yes	Cumulative	12201.02	11754.29	3287.01	3003.27	10542.04	10663.9	6734.04	8505.45	21951.14	9123.17	13530.25	22108.74	13781.08	5493.56
UA-100	DC/20/5224/FUL	Land Rear Of 34-48 Old Station Road Halesworth Suffolk IP19 8JJ	Full planning application for 21 residential units (Use Class C3), associated car parking, public open space, landscaping and ancillary works.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	14392.68	7792.31	21515.94	17729.2	9515.03	15364.82	14371.07	10380.9	40162.78	19102.44	7363.65	35775.37	29977.31	14775.83
UA-102	DC/20/5278/FUL	Land To The North And West Of Garden Square And Gardenia Close Rendlesham Suffolk	A phased development of 75 dwellings, car parking, public open space, hard and soft landscaping, and associated infrastructure and access.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	14266.37	17301.86	3699.36	5889.88	16112.85	13133.48	11019.16	14116	16220.49	9622.59	19100.79	22514.56	13200.29	10194.08
UA-110	DC/21/0757/FUL	Land North Of The Street The Street Kettleburgh Woodbridge Suffolk IP13 7JP	Construction of 17no. new dwellings including 5no. affordable homes, with new shared vehicular access, driveways, cartlodges and garages	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	18238.11	16837.44	5669.91	8719.05	15689.57	16707.94	12679.87	13808.23	19576.26	15007.34	18486.07	16146.36	8491.35	11380.47
UA-113	DC/21/0980/FUL	Peakhill Farm Honeypot Lane Kelsale Cum Carlton Suffolk IP16 4TG	'small touring campsite for up to 10 touring caravans or campervans'	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Noise and Vibration, Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	3431.06	4618.66	12034.44	6022.43	3624.55	2647.34	1263.83	1564.54	29895.02	5696.37	6102.32	31720.54	23467.19	4076.85
UA-116	DC/21/1848/FUL	Land Adjacent To 295 High Road Trimley St Martin Suffolk IP11 0RJ	Demolition of existing bungalow and erection of 5no. new dwellings comprising 3no. detached bungalows and 2no. semi-detached houses all with associated parking.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	9598.95	3070.97	18193.13	13594.09	4974.48	10515.77	9902.55	5665.08	36896.75	14435.43	2511.79	34691.75	27906.99	10700.24
UA-121	DC/21/2387/EIA	Land West Of Sandpit House And Sewage Pumping Station Loudham Hall Road Pettistree Suffolk	EIA Screening Opinion - Proposed development of a 21 MWp Solar PV Development	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	15945.84	17665.77	1639.92	6401.75	16451.26	14595.8	11731.72	14388.42	15648.78	11513.83	19476.95	19714.67	10441.65	10686.47
UA-124	DC/21/2575/EIA	Land At Corporation Farm Drunkards Lane Falkenham Ipswich Kirton IP10 0PT	EIA Screening Opinion- Proposed reservoir	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	28385.49	32477.42	17171.66	21071.94	31293.71	27638.03	26149.28	29305.32	4634.43	23757.31	34268.66	23205.46	16859.78	25377.35
UA-131	20/00781/FUL	Areas U V And W Ravenswood Nacton Road Ipswich Suffolk	Erection of 96 dwellings (house and flats) including roads, footpaths, drainage and landscaping.	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	33357.15	35380.87	19188.09	24230.83	34162.39	32192.89	29560.8	32099.71	4542.24	28698.54	37180.42	15382.8	12670.94	28502.91
UA-140	SCC/0110/20MS	Land At Masons Landfill Site Bramford Road Great Blakenham IP6 0JX	Use of land for non-hazardous and hazardous waste processing and transfer, with repair and fabrication workshop, retospective erection of biomass boiler building and associated site works	Application Approved	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Air Quality	N/A	Yes	Yes	Future basline / Cumulative	35496.31	34916.71	20511.72	25448.1	33764	33963.58	30326.07	31853.81	15075.06	31312.83	36561.08	4719.85	9408.09	29097.86

ID	App_ref	Address	Description	Status	Tier	Within_ZOI	Progress to Stage 2	Overlap in temporal scope	Scale and Nature of development likely to have a significant effect	Other_factors	Shortlisted	Stage3_4	Categorisation	Dist_MDS_m	Dist_Darsham_m	Dist_Wickham_m	Dis_TVB_m	Dist_Yoxford_m	Distance_Rail_m	Dist_Branch_m	Dis_SLR_m	Dist_Freight_m	Dist_A1094_B1069_m	Dist_A12_A144_m	Dist_A140_B1078_m	Dist_B1078_B1079_m	Dist_A12_B1119_m
UA-142	SCC/0004/21MS	Barham Quarry Sandy Lane Barham Ipswich Suffolk IP6 0EB	Propose to allow for two minor extensions to Barham Quarry for the extraction of sand and gravel, the continuation of sand and gravel extraction and subsequent restoration using inert materials with associated access. And to allow rephasing of mineral extraction and restoration.	Awaiting decision	Teir 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	33177.84	32476.15	18247.99	23120.91	31326.43	31626.84	27942.91	29423.6	14737.11	29055.9	34115.93	3958.18	7045.8	26710.69
UA-154	SCC/0071/20SC	Foxhall Household Waste Recycling Centre Foxhall Road Foxhall IP10 0BG	The proposed development will be a waste management facility comprising of the following:- . Highways improvements along Foxhall Road including road widening and improved site access. . Relocation of the Recycling Shop and facilities to enlarge the overall site. . Alterations to the existing layout including introducing a split-level skip loading dock. . Alterations to the existing layout to improve traffic flows, segregation of HGVs and stacking within the site. . Largely relocating existing equipment. . Improving welfare facilities for staff. . Associated mechanical and electrical works	Application Approved	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Traffic and Transport	N/A	Yes	Yes	Cumulative	28234.03	30768.37	14596.49	19448.23	29553.79	27141.73	24754.34	27490.65	2888.95	23551.17	32579.53	16822.2	10982.5	23759.58
UA-161	SCC/0048/20MS/SC	Barham Quarry Sandy Lane Barham Ipswich Suffolk	Screening and scoping request for Barham Quarry	Informative	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	33177.84	32476.15	18247.99	23120.91	31326.43	31626.84	27942.91	29423.6	14737.11	29055.9	34115.93	3958.18	7045.8	26710.69

Annex D: Updated Short List

Key for the identification of colour coding for the status of short-listed Plans, Projects and Programmes

Categories	Colour coding in the short list
Future baseline / Cumulative schemes which are not yet built and construction timelines unknown, to be considered as both a cumulative scheme and potential receptor.	
Cumulative - schemes which will be under construction at the same time as the Sizewell C Project.	
Future baseline - schemes which will be completed prior to 2022, there is an assumption here that any small scale residential developments will be constructed prior to 2022.	
Baseline - schemes which are completed at the time of assessment.	

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
3	DC/18/3897/FUL	11 Eastlands Industrial Estate Eastlands Road Leiston Suffolk IP16 4LL	To construct a new building for use as a Storage and Distribution(B8) facility on a vacant site similar to an earlier building destroyed by fire.	Approved	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual, Noise and Vibration	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative Geology and Land Quality, Amenity & Recreation, Landscape & Visual effects. Potential to give rise to cumulative Noise and Vibration effects as development is close to several receptors we are looking at in relation to BF/LEEIE. Potential for noise from construction and/or vehicle traffic serving the proposed development to combine with noise from BF/LEEIE.	n/a	Yes	Yes	Future baseline	83.21	8500.2	14213.64	8087.09	7827.45	1213.78	83.23	2356.62	30439.86	4440.49	9423.04	34802.57	26064.11	7642.81
7	DC/18/2801/FUL	The Old Vicarage 2 King Edward Road Leiston Suffolk IP16 4HQ	PROPOSED CHANGE OF USE OF FORMER VICARAGE (UNOCCUPIED) TO C2 RESIDENTIAL CARE HOME TO PROVIDE EMERGENCY CRISIS CARE FOR 3-4 VULNERABLE YOUNG PEOPLE	Approved	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual,	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative Geology & Land quality, Amenity and Recreation and Landscape & Visual effects.	n/a	Yes	Yes	Future baseline	839.08	8016.7	13009.75	6859.34	7213.55	629.51	379.27	2424.52	29488.45	3562.29	9141.25	33567.31	24850.05	6430.03
9	DC/18/2574/FUL	Land Adjacent Ashfield Drive Leiston Suffolk	Construction of two detached single storey dwellings	Approved	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual,	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative Geology & Land Quality, Amenity and Recreation and Landscape & Visual effects.	n/a	Yes	Yes	Future baseline	930.52	8499.49	13076.56	6979.38	7695.88	1109.34	764.12	2813.34	29334.01	3350.1	9614.04	33702.7	24932.92	6719.56
11	DC/18/1120/RG3	Leiston Sports Centre Red House Lane Leiston Suffolk IP16 4LS	Redevelopment of the existing leisure centre to include three number extensions to form single storey new thermal suite, two storey extension to existing gym areas together with an extension to existing foyer. Decoration of existing roof and wall cladding. The proposals also include refurbishment of internal areas.	Approved	Tier 1	Yes. Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual, Noise & Vibration, Historic Environment	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual, Noise & Vibration (300m from some receptors we are looking at in relation to BF/LEEIE) and Historic Environment effects.	n/a	Yes	Yes	Baseline	626.28	8957.13	13896.27	7828.98	8232.32	1695.99	626.21	2918	29913.86	3895.57	9945.63	34556.56	25758.59	7595.5
12	DC/18/0548/FUL	The Old Vicarage 2 King Edward Road Leiston Suffolk IP16 4HQ	Two New Dwellings. Revised Design to that Approved under application ref DC/15/3616/FUL	Approved	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual,	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative Geology & Land quality, Amenity and Recreation and Landscape & Visual effects.	n/a	Yes	Yes	Future baseline	867.49	7997.82	12980.97	6829.07	7191.66	605.75	380.88	2426.15	29469.99	3549.32	9127.19	33536.25	24820.58	6396.68
13	PINS	East Anglia ONE North Offshore Windfarm Suffolk	East Anglia ONE North Offshore Windfarm	Application accepted for examination 22.11.19	Tier 1	Yes. Scoped in for Geology & Land Quality, Amenity & recreation, Landscape & Visual, Historic Environment, Marine & Navigation and Traffic .	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative Geology and Land Quality, Amenity & recreation, Landscape and Visual, Terrestrial Historic Environment, Marine Navigation (A1 cable landfall at Bawdsey, potential cumulative risk if Harwich chosen as transhipment facility) and Traffic effects.	n/a	Yes	Yes	Cumulative	47096.25	53811.31	67738.29	61519.53	55623.27	53659.85	53477.82	53235.74	83374.48	57854.15	53143.89	87488.4	79398.77	60011.77
14	PINS	East Anglia ONE North Offshore Windfarm Suffolk	East Anglia TWO North Offshore Windfarm	Application accepted for examination 22.11.19	Tier 1	Yes. Scoped in for Amenity & recreation, Landscape & Visual, Historic Environment, Marine & Navigation and Traffic .	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative Amenity and recreation, Landscape and Visual, Historic Environment, Marine & Navigation (potential for EA2 cable landfall close to Sizewell C development site) and Traffic effects.	n/a	Yes	Yes	Cumulative	35298.32	46879.63	55217.35	49624.02	47539.9	42581.04	41554.76	42759.56	66187.24	44687.21	46650.99	76077.85	66903.53	49527.47
15	DC/17/4645/OUT	The Mill 22 Carr Avenue Leiston Suffolk IP16 4JA	Outline application for 7 dwellings comprising 2 new flats maximum 7.5m to ridge, 1 duplex unit max 6.5m to ridge, Conversion of existing Eastern range to 1 dwelling, conversion to former mill to 3 flats.	Approved	Tier 1	Yes. Scoped in for Geology & Land Quality, Amenity & recreation, Landscape & Visual and Noise & Vibration	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Geology and Land quality - due to proximity to MDS (~100m) and also use as a nuclear power station. Construction works likely to occur consecutively. Amenity & recreation, Landscape & Visual and Noise and Vibration.	n/a	Yes	Yes	Future baseline / cumulative	382.4	7834.82	13529.16	7356.86	7097.12	703.14	40.96	1968.1	30057.73	4121.34	8869.35	34042.62	25358.14	6788.68
17	DC/17/3773/FUL	Land At Colonial House Station Road Leiston Suffolk	Erection 6 no. 1 bed flats	Approved	Tier 1	Yes. Scoped in for Geology & Land Quality, Amenity & recreation, Landscape & Visual and Noise & Vibration	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Geology and Land quality - Potential for cumulative effects due to proximity to MDS (~100m). Amenity & recreation, Landscape & Visual and Noise and Vibration.	n/a	Yes	Yes	Future baseline / cumulative	492.97	7854.79	13388.17	7219.09	7099.24	666.86	34.24	2063.34	29914.61	3984.37	8914.48	33909.49	25219.12	6677.4
19	DC/17/1617/FUL	Abbey View Lodges Orchard House 105 Abbey Road Leiston Suffolk IP16 4TA	Redevelopment of the site for 8 dwellings	Approved	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual, Noise & Vibration, Surface Water, Historic Environment, Air Quality.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Land quality - due to proximity to MDS and GRR (<100m). Amenity & Recreation, Landscape & Visual, Noise and Vibration, Surface Water, Historic Environment (indirect effects on heritage assets (Leiston Abbey 2nd site and associated Listed Buildings)) and Air Quality.	n/a	Yes	Yes	Future Baseline	83.07	7168.72	13846.55	7636.53	6490.15	23.8	794.16	1191.13	30636.04	4789	8139.39	34227.66	25631.24	6789.37
21	DC/17/1605/FUL	Land To The South Of Red House Lane Leiston Suffolk	Full planning application for residential development of 65 dwellings (including 21 affordable units) with associated vehicular access, landscaping, open space, car parking and pedestrian links	Approved	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual, Terrestrial Ecology, Noise & Vibration, Soils and Agriculture.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Land quality (due to proximity to MDS (~100m)) Amenity & Recreation, Landscape &Visual, Terrestrial Ecology, Noise and Vibration and Soils and Agriculture.	n/a	Yes	Yes	Future Baseline	817.03	9033.4	13740.76	7685.26	8289.26	1780.31	816.95	3047.39	29724.07	3705.22	10048.91	34414.82	25604.34	7509.96
22	DC/16/5369/DRC	Galloper Wind Farm Sizewell Gap Road Leiston Suffolk	Galloper Offshore Wind Farm, with onshore infrastructure near Leiston (The Galloper Wind Farm Order 2013). Details as required by Condition 22 parts f, h and j of planning consent	Approved	Tier 1	Yes. Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual, Flood Risk, Soils & Agriculture, Noise & Vibration, Historic Environment, Marine Navigation, Air Quality, Ground Water	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes: Potential to give rise to cumulative effects in the following: Geology and Ground Conditions - <10m away from branch line, but minimal works proposed. Amenity & Recreation, Landscape & Visual, Flood Risk, Soils & Agriculture, Noise & Vibration, Historic Environment, Terrestrial Historic Environment, Marine Navigation (Export cables close to cooling water headworks), Air Quality (potential for construction phase traffic impacts on air quality) and Ground Water/surface water (potential impacts on Sizewell Drain and Sizewell Marshes SSSI).	n/a	Yes	Yes	Baseline	35.15	9391.12	15823.78	9728.78	8880.36	2476.26	1357.74	3167.73	31721.3	5727.31	10060.34	36450.19	27683.16	9280.32
23	DC/16/5035/OUT	Part Side Garden 2 Abbey Road Leiston Suffolk	Use of Land for Erection of two dwellings	Approved	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual, Noise & Vibration, Air Quality.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Land quality - due to proximity to MDS (0m). Amenity & Recreation, Landscape &Visual, Noise and Vibration (potential for associated traffic flows to combine with SZC construction/ops traffic) and Air Quality.	n/a	Yes	Yes	Future baseline	430.34	7836.08	13469.21	7297.72	7090.91	713.36	7.93	2001.61	29999.82	4066.95	8881.33	33984.87	25298.69	6738.21
26	DC/16/3113/FUL	31 Haylings Road Leiston Suffolk IP16 4DJ	The building in question was a shop with a flat above. Planning consent has previously been granted (Application C/12/2002) to convert this section of the empty building into a 2 bed maisonette. This proposal seeks to retain the existing 1 bed flat above the shop and create a new 1 bed flat below. The net result will be 2 x 1 bed flats (i.e. the existing first floor flat and new flat on the ground floor) instead of 1 x 2 bed maisonette. Both flats will have 1 x on-site parking space.	Approved	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual,	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Land Quality, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Future baseline	651.97	8337.01	13286.09	7164.9	7559.62	1007.25	511.96	2556.74	29606.07	3627.14	9416.63	33884.37	25137.07	6812.59
27	DC/16/2111/FUL	15 High Street Leiston Suffolk IP16 4EL	Residential development of three dwellings (plots 1-2-3) following demolition of existing bus depot building (including first floor residential flat)	Approved	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual,	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Land Quality, Amenity & Recreation and Landscape &Visual.	n/a	Yes	Yes	Future baseline	347.57	8138.69	13514.85	7368.74	7392.19	946.99	229.99	2258.02	29912.85	3942.53	9178.04	34077.05	25357.55	6910.57
28	DC/16/2104/OUT	Land At The Rear Of St Margarets Crescent Leiston Suffolk	Erection of up to 77 new homes with associated access, infrastructure, landscaping and amenity space (all matters to be reserved except for access). No reserved matters application submitted	Approved	Tier 1	Yes. Scoped in for Geology & Land Quality, Amenity & recreation, Landscape & Visual, Terrestrial Ecology, Noise & Vibration, Soils & Agriculture, Historic Environment, Socio-Economics and Traffic.	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Geology & Land Quality, Amenity & recreation, Terrestrial Ecology, Landscape & Visual, Noise & Vibration, Soils & Agriculture, Historic Environment, Socio-Economics, Traffic (over threshold for explicit inclusion for a TA (75HH), but not included explicitly in strategic modelling Reference Case because not specified by SCC).	n/a	Yes	Yes	Future baseline / cumulative	926.76	7602.75	13013.15	6828.57	6805.7	251.1	59.39	2090.03	29669.61	3821.11	8728.65	33501.89	24832.71	6241.77

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
29	DC/16/1961/OUT	Johnsons Farm Saxmundham Road Leiston Suffolk	An outline planning application for up to 187 dwellings to include car parking, open space provision with associated infrastructure and access.	Approved DC/19/1883/ARM pending consideration	Tier 1	Yes. Scoped in for Amenity & recreation, Landscape & Visual, Terrestrial Ecology, Noise & Vibration, Soils & Agriculture, Historic Environment, Socio-Economics, Traffic and Air Quality	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & recreation, Ecology, Landscape & Visual, Noise & Vibration -(construction may combine with upgrade works/operation of Leiston branch line into BF/LEEIE and associated traffic may combine with SZC construction/ops traffic and result in possible cumulative effect), Soils & Agriculture, Historic Environment, Socio-Economics, Traffic (over threshold for explicit inclusion for a TA (75HH), but not included explicitly in strategic modelling Reference Case because not specified by SCC) and Air Quality.	n/a	Yes	Yes	Future baseline / cumulative	1342.95	7430.81	12560.61	6366.13	6581.09	170.22	159.89	2306.38	29329.68	3602.07	8636.57	33026.33	24370.68	5762.33
30	DC/16/1322/OUT	Land East Of Abbey Road Leiston Suffolk	Outline Application - 100 new residential units (C3) with employment floorspace (B1) (approx. 1000m2) and family orientated public house / restaurant (A3/A4) (approx.770m2)	Approved	Tier 1	Yes. Scoped in for Amenity & recreation, Landscape & Visual, Terrestrial Ecology, Noise & Vibration, Soils & Agriculture, Historic Environment, Socio-Economics, Traffic and Air Quality	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Geology & Land quality, Amenity & Recreation, Terrestrial Ecology, Landscape & Visual, Noise& Vibration, Soils & Agriculture, Historic Environment, Socio-Economics, Traffic (Over threshold for explicit inclusion for a TA (75HH), but not included explicitly in strategic modelling Reference Case because not specified by SCC) and Air Quality	n/a	Yes	Yes	Future baseline / cumulative	431.25	7674.31	13655.28	7470.38	6956.46	486.45	250.55	1753.98	30246.51	4325.29	8684.83	34137.1	25474.73	6828.45
31	DC/16/0931/FUL	Land West Of Mill Cottage Valley Road Leiston Suffolk	Erection of 18 dwellings including parking and external works.	Approved	Tier 1	Yes. Scoped in for Geology & Land Quality, Amenity & recreation, Landscape & Visual and Noise & Vibration	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Geology & Land Quality (proximity to MDS (<100m)), Amenity & recreation, Landscape & Visual and Noise & Vibration (surrounded by NSRs).	n/a	Yes	Yes	Future baseline / cumulative	165.07	8026.08	13689	7529.8	7303.51	804.53	29.53	2068.64	30130	4163.8	9033.67	34227.77	25525.79	7006.37
32	DC/16/0527/OUT	Gas Works Carr Avenue Leiston Suffolk IP16 4AT	Erection of 20 dwellings with associated paths, landscaping and boundary walls, gates and fences. Re-positioning of existing vehicular access to new drive and parking area.	Approved	Tier 1	Yes. Scoped in for Geology & Land Quality, Amenity & recreation, Landscape & Visual and Noise & Vibration	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Geology & Land Quality, Amenity & recreation, Landscape & Visual, Noise & Vibration (close to several NSRs and potential for construction to combine with upgrade works/operation of Leiston branch line into BF/LEEIE and possibly also construction/operation of BF/LEEIE itself).	n/a	Yes	Yes	Future baseline / cumulative	20.79	8098.02	13914.31	7757.24	7401.44	817.17	20.81	2044.37	30318.99	4340.22	9066.09	34455.78	25752.39	7225.31
33	DC/16/0186/FUL	Mandor House 16 Waterloo Avenue Leiston Suffolk	Proposed pair of semi-detached one bedroom houses on site of previously approved single dwelling reference C/04/1782	Approved	Tier 1	Yes. Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions (200m away from MDS), Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Baseline	609.6	7982.18	13239.56	7083.11	7206.3	679.95	230.65	2260.05	29718.92	3780.59	9068	33785.79	25077.31	6608.5
35	DC/15/3616/FUL	The Old Vicarage 2 King Edward Road Leiston Suffolk IP16 4HQ	Proposed erection of 2 Dwelling Houses.	Approved	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Land Quality, Amenity & Recreation and Landscape &Visual	n/a	Yes	Yes	Future baseline	869.78	8010.83	12978.92	6828.3	7204.25	618.08	392.83	2438.26	29462.37	3539.77	9140.51	33536.29	24819.1	6401.12
36	DC/15/3018/FUL	Colonial House Station Road Leiston Suffolk IP16 4JD	Change of Use of South Wing of Colonial House to form 10 flats with associated parking, bin store, cycle store	Approved	Tier 1	Yes. Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Baseline	493.39	7898.33	13372.53	7207.17	7139.99	686.39	66.15	2110.88	29881.09	3945.67	8960.92	33901.44	25205.68	6683.39
37	DC/15/2817/FUL	27A Heath View Leiston Suffolk IP16 4JW	Proposed semi-detached dwelling comprising of 1 No. 3 bedroom dwelling and 1 No. 2 bedroom dwelling.	Approved	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual, Noise and vibration.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Land Quality (due to proximity to MDS (<100m)), Amenity & Recreation, Landscape &Visual and Noise and Vibration (close to several receptors we are looking at in relation to BF/LEEIE).	n/a	Yes	Yes	Future baseline	275.12	8821.98	14186.39	8096.44	8134.69	1532.41	275.12	2694.86	30266.63	4249.76	9758.22	34819.69	26045.3	7762.35
38	DC/15/1760/FUL	Sizewell Crossing Industrial Estate King Georges Avenue Leiston Suffolk	Use of land for the siting of 10 self storage containers and installation of security lighting	Approved	Tier 1	Yes. Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual, Noise & Vibration.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions, Amenity & Recreation, Landscape &Visual, Noise & Vibration (close to several receptors we are looking at in relation to BF/LEEIE).	n/a	Yes	Yes	Baseline	10.91	8758.21	14419.75	8314.14	8100.99	1485.79	10.91	2575.16	30531.94	4515.26	9651.83	35035.24	26275.88	7919.46
39	DC/15/1415/OUT	Land Opposite 21 And 23 Long Row Leiston Suffolk	Erection of two dwellings	Refused - Appeal in progress	Tier 1	Yes. Geology and Land quality, Amenity & Recreation, Landscape & Visual	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Land Quality (due to proximity to GRR and MDS), Amenity & Recreation and Landscape &Visual.	n/a	Yes	Yes	Future baseline	303.12	8194.78	13582.4	7440.45	7454.98	1012.19	243.97	2279.53	29953.32	3976.11	9223	34150.85	25426.85	6991.92
40	DC/14/3166/OUT	Abbey View Lodges Orchard House 105 Abbey Road Leiston Suffolk IP16 4TA	Application for Outline Planning Permission with all matters reserved for redevelopment of the site for 10 dwellings.	Approved following appeal	Tier 1	Yes. Amenity & Recreation, Landscape & Visual, Noise and Vibration, Surface Water, Historic Environment.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape &Visual, Noise and Vibration (close to several NSRs. Potential for construction to combine with construction/operation of GRR and/or MDS construction), Surface Water and Historic Environment (Indirect effects on heritage assets (Leiston Abbey 2nd site and associated Listed Buildings).	n/a	Yes	Yes	Future baseline	96.3	7170.08	13830.49	7620.59	6489.18	37.45	783.35	1201.99	30619.95	4774.05	8143.98	34212.56	25615.47	6775.85
41	DC/17/3620/PN4	Sea Defences Slaughden Road Aldeburgh And Part Orfordness Beach Sudbourne Suffolk	Shingle Recycling from Sudbourne Beach to Slaughden Sea defences.	Approved	Tier 1	Yes. Scoped in for Amenity & Recreation	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity and Recreation .	n/a	Yes	Yes	Future baseline / cumulative	9048.01	17294.23	14581.33	10595.18	16362.81	9968.15	9177.5	11658.02	25264.09	6856.06	18526.18	34815.13	25502.49	12994.94
44	DC/16/4785/FUL	Proposed Radio Base Station The Broom (track) Gedgrave Suffolk	The installation of a 24m lattice tower supporting 3no. antennas and 2no. 600 mm dishes and the installation of 2 no. equipment cabinets, with ancillary works thereto.	Approved	Tier 1	Yes. Scoped in for Soils & Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils and Agriculture.	n/a	Yes	Yes	Future baseline / cumulative	13427.67	19924.16	11847.35	10462.68	18817.52	13408.18	13388.13	15438.63	19286.86	9454.81	21474.19	30358.14	21090.27	13884.43
47	DC/18/2325/FUL	Part Land South West Aldringham House Aldeburgh Road Aldringham Cum Thorpe Suffolk	Residential Development of 40 Dwellings, together with associated access roads, garaging and car parking	Approved	Tier 1	Yes. Scoped in for Ecology, Soils & Agriculture and Historic Environment	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Ecology, Soils & Agriculture, Historic Environment.	n/a	Yes	Yes	Future baseline / cumulative	1556.29	9457.47	13216.23	7230.17	8648.83	2062.48	1556.21	3669.64	29006.52	2989.77	10561.29	33946.86	25079.85	7321.12
48	DC/18/1492/FUL	Site Of 1 And 2 Church Lane Aldringham Cum Thorpe Leiston Suffolk IP16 4QT	Demolition of a pair of cottages and two new replacement dwellings.	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Future baseline	1941.52	10345.22	13700.13	7851.24	9561.03	2977.15	1941.46	4402.51	29036.94	3185.11	11397.52	34501.78	25561.51	8161.69
50	DC/15/4028/FUL	Five Acre Barn Aldeburgh Road Aldringham Cum Thorpe Suffolk IP16 4QH	Extension and alterations to barn and change of use from C3 dwellinghouse to C1 hotel, providing five B&B units, managers accommodation and support space. Alterations to site entrance and connection to mains sewer. Existing dwelling to be demolished.	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	2390.42	10463.3	13162.95	7379.9	9628.77	3061.67	2390.36	4695.65	28448.81	2610.5	11591.14	33984.16	25020.79	7853.4
54	DC/16/0915/FUL	Fen Lodge Fenstreet Road Westleton Suffolk IP17 3NU	Installation of 2no. shepherd's huts for use as short stay lettable holiday units. Associated facilities to include WC/shower extension, parking and soft landscaping. Existing use - C3a residential to include proposed use - provision for holiday/business use	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	3314.35	3101.02	15339.64	9467.16	3110.7	4189.31	4661.7	1262.2	33358.35	8682.97	3647.07	34491.38	26534.81	7219.26
55	DC/14/3227/FUL	Land Adjoining New Cottages Chapel Road Eastbridge Theberton Suffolk	Erection of 2 semi-detached dwellings, outbuildings and parking	Approved	Tier 1	Yes. Amenity & Recreation / Landscape & Visual , Flood Risk	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual, Flood Risk.	n/a	Yes	Yes	Baseline	794	5585.88	15467.23	9290.65	5294.18	2288.7	3312.44	1041.15	32822.64	7230.77	6139.02	35365.02	27049.17	7708
59	DC/17/4977/FUL	Knodishall Hall Church Road Knodishall Suffolk	surfacing of historic access driveway and new link and conversion of barn buildings (Lower Bullock Yard) into a dwelling with ancillary workshop and studio and a holiday let.	Approved	Tier 1	Yes. Cable landing proposed to the north of Thorpeness with cable route passing near Sizewell	Yes	Yes - submission of consent applications in Q4 2019 for both EA1N and EA2. Construction and operation phases could overlap with SZC	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Future baseline	2313.98	8155.6	11539.03	5411.53	7200.57	1276.28	1252.16	3517.44	28122.61	2442.3	9501.91	32133.16	23385.46	5246.03

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
77	DC/16/3947/OUT	Norwood House Littlemoor Road Middleton Suffolk IP17 3JZ	Erection of 14 sheltered/extra care dwellings, together with residents lounge/meeting room and parking area	Approved following appeal	Tier 1	Yes. Scoped in for Amenity & recreation, Landscape & Visual and Historic Environment	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & recreation, Landscape & Visual and Historic Environment.	n/a	Yes	Yes	Future baseline / cumulative	4555.97	2145.43	13751.57	8144.84	1478.6	4613.86	3801.82	225.31	32026.36	8260.48	3533.67	32634.23	24769.25	5622.55
78	DC/16/0444/COU	Middleton Village Hall Mill Street Middleton Suffolk	Change of Use of part of Agricultural Field to provide overflow car parking	Approved	Tier 1	Yes. Geology & Land Quality, Amenity & Recreation, Landscape & Visual, Surface Water, Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Land Quality, Amenity & Recreation, Landscape & Visual , Surface Water and Soils & Agriculture.	n/a	Yes	Yes	Future baseline	3464.84	2938.39	14505.65	8662.86	2601.26	3901.34	3934.99	497.75	32563.62	8124.43	3846.81	33681.35	25701.03	6382.5
79	DC/15/4334/FUL	Suncot Middleton Moor Middleton Suffolk IP17 3LN	Demolition of two existing semi-detached cottages and replace with two new semi-detached dwellings.	Approved	Tier 1	Yes. Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Baseline	4353.95	2235.42	13935.09	8281.4	1672.8	4493.32	3852.72	382.51	32174.29	8270.97	3517.38	32865.61	24983.74	5800.91
80	DC/15/0325/FUL	Land Adjoining Green Garth Mill Street Middleton Suffolk	Construct 3 detached and 4 semi-detached dwellings, together with car parking and construction of service approach drive, utilising existing access point.	Approved	Tier 1	Yes. Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual , Surface Water, Soils & Agriculture.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions, Amenity & Recreation / Landscape & Visual, Surface Water and Soils & Agriculture.	n/a	Yes	Yes	Baseline	3392.32	3009.21	14521.49	8664.35	2672.1	3840.24	3917.41	477.39	32562.76	8085.74	3904.34	33720.67	25729.92	6402
81	DC/14/0329/OUT	Land Adjoining Green Garth Mill Street Middleton Suffolk	Use of land for the erection of 6 dwellings (of which 2 are to be affordable houses) together with car parking and construction of service approach drive utilising existing access point.	Approved	Tier 1	Yes. Amenity & Recreation, Landscape & Visual, Surface Water, Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual, Surface Water and Soils & Agriculture.	n/a	Yes	Yes	Future baseline	3340.7	3079.02	14448.99	8579.61	2706.08	3750.22	3821.55	383.58	32476.04	7985.2	3997.85	33676.49	25671.68	6333.69
88	DC/18/2012/SCO	Park Farm London Road Thorington Suffolk	Environmental Impact Assessment Scoping Opinion request for additional poultry houses and ancillary structures	EIA Required	Tier 1	Yes. Scoped in for Geology & Land and Soils & Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Geology & Land (due to proximity to Darsham (<100m)) and Soils & Agriculture.	n/a	Yes	Yes	Future baseline / cumulative	7845.3	2269.12	18269.56	13168.28	4537.55	9097.96	9011.5	4823.96	36858.55	13404.6	1358.17	35667.59	28523.84	10399.56
89	DC/14/0420/OUT	Land Between Station Garage And Railway Cottage Main Road Darsham Suffolk	Erection of 82 bedroom hotel, car parking and associated works	Approved	Tier 1	Yes. Scoped in for Amenity and Recreation, Ecology, Landscape and Visual, Noise and Vibration, Flood Risk, Surface Water, Soils & Agriculture, Historic Environment, Traffic, Air Quality and Ground Water	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity and Recreation, Ecology, Landscape and Visual, Noise and Vibration, Flood Risk, Surface Water, Soils & Agriculture, Historic Environment, Traffic (over threshold for explicit inclusion for a TA (7SHH), but not included explicitly in strategic modelling Reference Case because not specified by SCC), Air Quality and Ground Water.	n/a	Yes	Yes	Future baseline / cumulative	6340.69	29.15	14950.2	9818.42	1186.09	6758.94	5900.91	1687.79	33500.57	10427.74	1590.27	32930.9	25465.4	7033.67
90	DC/13/2933/OUT	Land To The Rear Of 1 And 2 Chapel Cottages Adjoining The Street Darsham Suffolk	Erection of new village hall, creation of village green, erection of 20 houses including 6 affordable homes, access and private roads	Approved	Tier 1	Yes. Amenity & Recreation, Landscape & Visual, Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual, Soils & Agriculture.	n/a	Yes	Yes	Future baseline	5916.82	592.43	15595.37	10293	1898.55	6574.94	6120.08	1913.26	34075.85	10567.34	1220.93	33740.85	26224.91	7588.25
104	DC/18/1394/FUL	Beaubelle, Part Side Garden Westleton Road Yoxford IP17 3LD	Construction of 2no. new two storey private residential dwellings with upgraded vehicular access, parking & turning area.	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual,.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions (due to proximity to Yoxford), Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Future baseline	6306.08	627.5	14092.35	9002.02	328.27	6459.67	5227.77	1275.42	32648.38	9812.24	2440.15	32166.55	24640.23	6192.43
105	DC/18/0788/FUL	Cherry Lodge Little Street Yoxford IP17 3HP	Erection of 2 No. dwellinghouses and detached cartlodges with associated highways access, parking & landscaping.	Approved	Tier 1	Yes. Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions (due to proximity to Yoxford (<100m)), Amenity & Recreation and Landscape & Visual - part of future baseline for Yoxford Roundabout.	n/a	Yes	Yes	Baseline	7406.62	1434.5	13751.64	9057.65	1027.08	7414.55	5565.08	2055.56	32411.24	10360.48	2925.6	31337.78	23988.21	6148.28
106	DC/16/2077/OUT	Cavan Cottage High Street Yoxford Saxmundham Suffolk IP17 3EU	New additional detached 3 Bed dwelling within the curtilage of Cavan Cottage	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual, Flood risk.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions (due to proximity to Yoxford), Amenity & Recreation, Landscape &Visual and Flood risk.	n/a	Yes	Yes	Future baseline	6503.04	1222.55	13498.71	8494.68	79.49	6463.22	4868.04	1177.29	32076.3	9521.66	3022.28	31567.94	24026.21	5649.57
107	DC/15/4266/FUL	Cherry Lodge Little Street Yoxford Suffolk IP17 3HP	Erection of 2 new dwellings, together with garages and new access (re-submission of DC/15/1432/FUL).	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions, Amenity & Recreation and Landscape &Visual.	n/a	Yes	Yes	Future baseline	7411.86	1479.35	13689.32	9001.58	1016.92	7402.48	5514.75	2025.67	32349.45	10320.88	2985.8	31281.42	23927.44	6090.74
108	DC/15/2846/OUT	Beaubelle Westleton Road Yoxford Saxmundham Suffolk IP17 3LD	Erection of a pair of detached dwellings and formation of vehicular access	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions (due to proximity to Yoxford), Amenity & Recreation and Landscape & Visual .	n/a	Yes	Yes	Future baseline	6294.66	681.8	14039.13	8947.4	275.15	6431.82	5179.09	1251.76	32593.99	9765.8	2494.5	32125.32	24592.77	6137.64
109	DC/15/0507/FUL	The Coal Yard House High Street Yoxford Suffolk IP17 3EP	Extensions and alterations to existing single dwelling (formerly two dwellings) to create two dwellings.	Approved	Tier 1	Yes. Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions (due to proximity to Yoxford (<100m)), Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Baseline	7197.15	1318.69	13702.33	8935.56	811.77	7199.25	5414.64	1855.2	32346.26	10175.51	2906.95	31400.84	24007.29	6037.5
110	DC/14/3937/FUL	The Scaffold Yard Middleton Road Yoxford Suffolk	Demolition of existing derelict building and erection of 4 dwellings with associated landscaping work.	Approved	Tier 1	Yes. Geology and Ground Conditions, Amenity & Recreation, Landscape & Visual, Flood Risk, Surface Water.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual, Flood Risk and Surface Water.	n/a	Yes	Yes	Baseline	5966.58	1172.29	13632.21	8445.16	61.81	5978.77	4633.49	882.69	32145.21	9222.38	2959.23	31928.93	24301.86	5666.68
111	DC/16/2807/FUL	Mill House Halesworth Road Chediston Suffolk IP19 0AE	Change of use of meadow land to site three 'Grande Roulotte' caravans to be used as holiday accommodation.	Approved	Tier 1	Yes. Soils & Agriculture.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	16132.17	9024.28	19989.05	17249.02	10215.07	16559.46	14369.53	11036.8	38296.4	19449.79	9134.93	32501.54	27289.93	14347.28
112	DC/16/2838/FUL	Dunnetts Farm Heveningham Road Huntingfield Suffolk IP19 0DB	Change of use of residential annexe to holiday let unit and comprising conversion of cartlodge and undercroft structures to provide additional habitable accommodation at Dunnetts Farm, Heveningham Road, Huntingfield, Suffolk, IP19 0DB.	Approved	Tier 1	Yes. Soils & Agriculture.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	15916.31	9277.64	16012.12	14307.75	9498.49	15558.62	12288.01	9524.59	33909.54	17418.76	9941.63	27815.61	22576.76	11766.84
114	DC/18/0549/FUL	The Croft Ubbeston Green Ubbeston Suffolk IP19 0HB	To extend The Croft Campsite boundary to include the field east of the campsite and increase the number of pitches from 30 to 45	Approved	Tier 1	Yes. Soils & Agriculture.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	14670.45	8751.18	13703.11	12165.68	8452.05	14041.41	10491.89	8106.34	31676.02	15542.34	9617.3	26332.69	20621.74	9791.79
119	DC/17/4477/FUL	Willow Farm Halesworth Road Heveningham Suffolk IP19 0EJ	Change of use of former agricultural building and land to a mixed use residential/leisure/tourism in connection with development comprising: Use of the existing buildings as a residential dwelling with occasional use of main principle barn for public gatherings and conferences D1/D2 use; refurbishment and conversion of existing eastern building to create a site kitchen, disabled WC and store; erection of 4 No. holiday cabins; Lower ground service block for thermal buffer tank for biomass heating system, bin, cycle store and parking area	Approved	Tier 1	Yes. Soils & Agriculture.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	13319.59	6720.31	14942.36	12447.31	6905.44	13063.75	9997.57	7032.95	33327.67	15154.7	7454.94	28764.75	22783.87	9675.67
123	DC/18/1551/FUL	Land Opposite Oak View The Causeway Peasenhall Suffolk IP17 2LH	Construction of 3 detached single storey houses with garages.	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Future baseline	10344.87	4978.53	12111.23	8959.75	4279.58	9752.02	6447.04	3776.97	30776.49	11599.05	6178.85	28166.86	21269.67	6114.51
124	DC/16/3514/FUL	Land Adjacent Bridge Cottage The Causeway Peasenhall IP17 2HU	Erection of 6 dwellings. Provision of public open space and allotments.	Approved	Tier 1	Yes. Scoped in for Soils & Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Future baseline / cumulative	10147.05	4783.53	12130.81	8875.08	4076.01	9570.06	6302.4	3584.04	30809.98	11457.63	6004.74	28315.23	21377.79	6010.87

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
125	DC/15/3267/FUL	Land Opposite Lavender Cottage Springwood Drive Peasenhall Suffolk	Construction of two detached houses with garages on Plots A and B off Springwood Drive	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Future baseline	10724.57	5307.33	12176.86	9198.15	4640.97	10122.84	6777.95	4155.57	30810.86	11923.68	6452.44	27965.5	21157.71	6390.46
126	DC/15/2706/OUT	Land Adjacent Trust Farmhouse Mill Road Peasenhall Suffolk	Erection 4 no. dwellings	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Future baseline	11107.26	5743.59	12047.42	9272.61	5068.59	10454.74	7021.11	4525.36	30639.3	12148.71	6877.16	27585.6	20847.53	6543.56
128	DC/16/1848/FUL	Carlton Park Industrial Estate Ronald Lane Kelsale Cum Carlton Suffolk	Provision of 34 additional car parking spaces	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions, Amenity & Recreation and Landscape & Visual .	n/a	Yes	Yes	Future baseline	5839.79	5915.13	9278.66	3700.03	4732.45	4482.64	394.51	2920.06	27505.34	5470.41	7696.16	28829.91	20588.72	1185.48
129	DC/16/0424/FUL	Boundary Farm East Green Road Kelsale Cum Carlton Suffolk	A change of use from agricultural land to camping site. The proposed application is for 6 tents as holiday accommodation as part of farm diversification and viability.	Approved	Tier 1	Yes. Geology and Ground Conditions , Soils & Agriculture.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions and Soils & Agriculture.	n/a	Yes	Yes	Baseline	4294.09	3744.71	12019	6265.1	2668.07	3704.3	2009.25	1365.68	30164.69	6574.86	5358.39	31335.93	23249.99	3895.72
130	DC/15/2683/OUT	Land Adjacent To Kelvin Rosemary Lane Kelsale Cum Carlton Saxmundham Suffolk IP17 2QT	Outline planning application for two further dwellings	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	future baseline	6170.14	5244.1	9679.46	4406.59	4056.85	4931.57	1120.37	2139	28071.66	6276.61	7046.82	28878.06	20788.6	1584.11
132	DC/14/0916/FUL	Part Land At Mill Farm Rosemary Lane Kelsale Cum Carlton Suffolk	Use of existing Caravan and camping club site for 7 further touring caravans.	Approved	Tier 1	Yes. Geology and Ground Conditions , Soils & Agriculture.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions and Soils & Agriculture.	n/a	Yes	Yes	Baseline	6545.75	5510.74	9329.05	4225.75	4312.29	5273.42	1303.77	2320.26	27775.7	6395.12	7321.03	28464.62	20389.61	1316.07
134	DC/18/2907/OUT	Land South Of Carlton Road Kelsale IP17 2NP	Erection of 2 no. single-storey detached dwellings with garages.	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual, Soils & Agriculture.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual and Soils & Agriculture.	n/a	Yes	Yes	future baseline	6261.53	5719.18	9244.33	3934.42	4532.6	4946.91	908.45	2606.13	27604.46	5980.29	7520.8	28574.85	20422.11	1121.33
135	DC/18/2794/EIA	Saxmundham To Peasenhall Water Mains Installation Suffolk	Installation of approximately 7.7 kilometres of 250mm diameter pipeline between Lodgewood Water Tower in Peasenhall and Saxmundham Water Tower.	EIA not required (08/08/2018)	Tier 2	Yes. Scoped in for Soils & Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils and Agriculture.	n/a	Yes	Yes	Future baseline / cumulative	8769.46	5169.82	9987.66	6299.51	4034.11	7724.05	3987.38	2366.51	28705.14	9066.59	6849.86	27579.73	20065.78	3455.89
136	DC/18/2621/FUL	Land Off Main Road Kelsale Cum Carlton Suffolk	Erection of 44no. new dwellings with associated new access road.	Approved	Tier 1	Yes. Scoped in for Amenity & Recreation, Ecology, Landscape & Visual and Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Ecology, Landscape & Visual and Soils & Agriculture.	n/a	Yes	Yes	Future baseline / cumulative	6007.85	5287.88	9702.74	4339.11	4107.73	4758.14	955.14	2229.69	28054.72	6112.23	7084.08	28978.32	20859.13	1578.23
140	DC/17/2063/FUL	1 Church Close Kelsale Cum Carlton Saxmundham Suffolk IP17 2PA	Erection of new 3 bedroomed private residential property for a registered disabled person, on land severed from 1 Church Close. Alternative proposal to approval DC/15/3378/FUL	Approved	Tier 1	Yes. Geology and Ground Conditions , Amenity & Recreation, Landscape & Visual	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Baseline	5920.63	5001.02	9982.48	4621.13	3820.26	4722.71	1138.68	1969.35	28344.17	6269.81	6795.76	29196.72	21109.04	1865.06
141	DC/16/2934/FUL	Carlton Park Industrial Estate Ronald Lane Kelsale Cum Carlton Suffolk	Use of land for siting of 20 no. containers for use as self storage.	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual, Soils & Agriculture.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual and Soils & Agriculture.	n/a	Yes	Yes	future baseline	6022.19	5411.46	9593.38	4215.09	4231.12	4751.14	870.81	2351.18	27934.83	6025.83	7207.11	28905.56	20769.03	1463.47
142	DC/16/0506/FUL	Bakery Back Of Market Place Saxmundham Suffolk IP17 1AH	Demolition of existing buildings and erection of four new dwellings and associated parking	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	future baseline	5911.18	6789.96	8649.08	2844.28	5607.93	4440.86	436.59	3817.54	26714.64	4774.57	8559.38	28497.67	20116.48	969
143	DC/18/0702/FUL	Part Land East Of Northern End Beech Road Saxmundham Suffolk	Residential development of 59 residential dwellings and associated landscaping and public open space, together with a new vehicular access from existing development and associated highway infrastructure	Approved	Tier 1	Yes. Scoped in for Amenity & Recreation, Ecology, Landscape & Visual, Surface Water, Soils & Agriculture and Socio-Economics	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Ecology, Landscape & Visual, Surface Water, Soils & Agriculture and Socio-Economics.	n/a	Yes	Yes	future baseline / cumulative	5525.44	6416.51	9117.74	3265.84	5237.69	4088.05	153.44	3523.92	27157.31	4793.08	8170.13	28935.56	20576.31	1347.49
144	DC/17/4973/FUL	Back Of Market Place Saxmundham IP17 1AG	Erection of two semi detached dwellings on land to the rear of Market Place, Saxmundham	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	future baseline	5870.26	6740.62	8703.92	2896.77	5558.76	4404.02	382.15	3775.49	26769.17	4782.99	8508.77	28545.69	20168.5	1007
145	DC/17/2200/FUL	Bakery Back Of Market Place Saxmundham Suffolk IP17 1AH	Re-design of permission DC/16/0506/FUL comprising demolition of existing buildings and erection of six new dwellings and associated parking	Approved	Tier 1	Yes. Geology and Ground Conditions , Amenity & Recreation, Landscape & Visual	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Baseline	5909.46	6803.96	8641.84	2831.44	5621.97	4437.57	448.04	3832.85	26703.28	4760.64	8572.99	28496.05	20112.24	972.38
146	DC/17/1366/FUL	30 High Street Saxmundham Suffolk IP17 1AB	Subdivision of residential unit above and behind shop to provide 3 flats in place of 2	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	future baseline	5801.57	6773.64	8727.57	2878.85	5592.5	4329.44	400.91	3827.5	26763	4694.96	8537.1	28599.96	20209.57	1080.46
147	DC/16/3673/FUL	Wingfield House Market Place Saxmundham Suffolk IP17 1AG	Repair of existing listed structures (Wingfield House) demolition of disused public toilets and out building erect pair 3 storey dwellings. Provision of off road parking.	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions, Amenity & Recreation and Landscape &Visual.	n/a	Yes	Yes	future baseline	5871.72	6808.69	8662.7	2833.29	5627.01	4398.06	443.17	3847.23	26711.02	4723.63	8575.48	28528.98	20140.15	1012.27
148	DC/16/1504/FUL	44 Albion Street Saxmundham Suffolk IP17 1BL	Conversion of a three bedroomed house back into 2 No. 2 bedroomed dwellings.	Approved	Tier 1	Yes. Geology and Ground Conditions , Amenity & Recreation, Landscape & Visual	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Baseline	6195.41	6978.89	8363.51	2636.38	5796.21	4715.27	695.1	3949.68	26471.19	4865.77	8759.21	28201.36	19819.67	705.64
150	DC/15/2610/FUL	10 Henley Close Saxmundham Suffolk IP17 1EY	Erection of 2 no. two storey link detached dwelling with garages	Approved	Tier 1	Yes. Geology and Ground Conditions , Amenity & Recreation, Landscape & Visual	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Baseline	6316.98	6647.07	8512.15	2978.18	5465.72	4877.26	638.1	3569.29	26734.5	5265.91	8438.81	28180.33	19873.78	557.6
151	DC/14/1424/FUL	White Hart Hotel 18 High Street Saxmundham Suffolk IP17 1DD	Partial demolition of later rear extensions, internal alterations, extensions to the rear and general refurbishment to create a 104 cover restaurant and kiosk shop (in outbuilding)	Approved	Tier 1	Yes. Geology & Ground Conditions, Amenity & Recreation, Landscape & Visual.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology & Ground Conditions, Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Future baseline	5807.28	6858.94	8674.41	2800.46	5678.06	4326.28	485.54	3916.4	26689.7	4623.19	8620.83	28576.72	20172.24	1089.13
153	DC/14/0169/DRC	48 St Johns Road Saxmundham IP17 1BD	Demolish existing dwelling. Sub-divide plot to create two residential curtilages including erection of two new dwellings together with associated accesses, carport, detached garage and shed.	Approved	Tier 1	Yes. Amenity & Recreation, Landscape & Visual	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Baseline	6309.4	6848.63	8380.45	2769.69	5666.57	4846.83	690.14	3785.17	26556.21	5086.93	8636.64	28131.26	19787.29	565.99
154	DC/18/2358/FUL	White Horse Inn Low Street Badingham IP13 8JR	Use of land for stationing of 2 no. shepherd's huts to be used as holiday accommodation.	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	14209.63	9925.97	9777.16	9018.79	9035.24	13009.08	8934.23	7792.22	27579.52	13467.12	11230.53	23202.25	16803.19	7767.68
155	DC/16/2997/FUL	The Barn Mill Road Badingham Suffolk	Proposed residential development of 10 properties and associated works	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	14199.7	9552.01	10574.4	9631.92	8734.34	13098.2	9131.42	7658.9	28431.77	13799.77	10763.16	23847.71	17597.97	8034.52
159	DC/16/4277/COU	Rendham Hall Rendham Hall Farm Lane Rendham Suffolk IP17 2AW	Change of use of farm/meadowland to include 15 No. camping pitches (including composting toilet shed) with associated car parking and use of farm building to provide shower block, toilets and site office including external alterations	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	9373.74	6537.69	8624.98	5444.24	5372.16	8128.96	4075.83	3526.09	27343.98	8829.65	8244.12	26306.74	18686.15	3029.58
168	DC/15/5170/OUT	Land South Of Corner Cottages And Forge Close Main Road Benhall Saxmundham Suffolk	Outline Application - Erection of 9 residential units, with associated garages, parking, roads and access to main road	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline	6703.17	8614.58	7265.35	1101.41	7432.96	5151.14	2242.55	5618.51	24996.67	3925.84	10378.43	27616.49	18987.99	1871.71

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
170	DC/14/3286/CLE	Watering Farm Watering Lane Stemfield Suffolk IP17 1QS	Lawful development certificate for existing use: converted studio used as three holiday letting units	Approved	Tier 1	Yes. Surface Water	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Surface Water.	n/a	Yes	Yes	Baseline	6932.87	9819.78	6918.5	919.68	8643.85	5494.23	3469.25	6900.66	24079.13	3211.78	11555.84	27590.8	18772.56	3196.68
174	DC/15/2759/FUL	Land At Mount Pleasant Framlingham Suffolk	Development of 95 new dwelling units together with associated access, open space and landscaping (resubmission of DC/14/2276/FUL)	Approved	Tier 1	Yes. Scoped in for Soils & Agriculture and Traffic	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture and Traffic.	n/a	Yes	Yes	future baseline / cumulative	16726.04	14101.12	7090.27	8481.17	13034.21	15284.2	11043.65	11346.43	23125.58	14422.66	15627.38	18599.97	11853.16	9700.23
175	DC/15/2242/FUL	Land Adjoining Sunview Dennington Road Framlingham Suffolk	Erection of three new private residential properties and associated works.	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	16558.92	13742.59	7399.56	8566.96	12692.55	15137.25	10884.91	11044.08	23630.11	14407.17	15244.8	18980.88	12342.84	9544.94
178	DC/15/0960/FUL	Os 9634 Brook Lane Framlingham Suffolk	Erection of 14 Almshouse dwellings and vehicular access	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	16525.02	14074.77	6679.3	8135.93	12990.49	15069.27	10841.16	11264.81	22808.54	14124.27	15627.61	18620.06	11699.09	9497.15
180	DC/14/2934/OUT	Land Adjoining Sunview Dennington Road Framlingham Suffolk	Outline planning permission for the erection of two new dwellings with all matters reserved other than access.	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	16559.97	13742.7	7401.78	8568.85	12692.76	15138.4	10886.01	11044.52	23631.91	14408.77	15244.75	18980.97	12343.84	9546.07
181	DC/14/2747/FUL	Development Land East Of Fairfield Road Framlingham Suffolk	Erection of 163 dwellinghouses with associated parking, access, highway works, landscape, open space, drainage and infrastructure including the resurfacing of two existing public rights of way	Approved following appeal	Tier 1	Yes. Scoped in for Soils & Agriculture and Traffic	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture and Traffic.	n/a	Yes	Yes	future baseline / cumulative	15786.33	13658.95	5827.78	7227.36	12542.79	14311.89	10109.9	10746.66	22448.33	13255.74	15262.44	19085.08	11810.91	8768.45
184	DC/18/2445/FUL	Os 4700 Saxtead Road Framlingham Suffolk	Residential Development of 24 Dwellings, together with associated access roads, garaging and car parking. (Revised Proposals to those previously permitted under DC/16/4355/FUL)	Approved	Tier 1	Yes. Scoped in for Soils & Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline / cumulative	17071.71	14286.34	7538.62	8928.43	13237.9	15641.8	11393.55	11588.95	23373.95	14842.02	15783.97	18443.58	11897.34	10051.83
189	DC/16/4370/OUT	Newnham Business Park Saxtead Road Framlingham Suffolk	An outline planning application for the creation of an employment area for office, studio, workshop, light industrial and storage units comprising B1, B2, B8 use classes with all matters reserved excepting its construction of a new highway access ,service road , landscaping and construction of cycle links and the installation of drainage and service (Refer to Design and Access Statement).	Approved	Tier 1	Yes. Scoped in for Soils & Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Future baseline / cumulative	17348.85	14536.67	7710.66	9177.46	13493.34	15918.92	11670.73	11853.63	23343.56	15108.95	16025.66	18206.67	11747.92	10329
194	DC/18/3561/FUL	Old School House Low Road Great Glemham Suffolk IP17 2DH	The proposed development consists of converting the existing building to two semi-detached dwellinghouses, with the necessary modifications brought to the existing building itself as well as the front and back gardens	Approved	Tier 1	Yes. Geology and Ground Conditions	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Geology and Ground Conditions (due to size of reservoir).	n/a	Yes	Yes	Baseline	10722.7	10265.6	4519.25	2503.86	9048.92	9200.11	5187.61	6997.31	23233.68	7997.03	12055.6	23628.68	15348.8	3936.27
195	DC/18/0322/FUL	Glemham Estate Reservoir Land North Of Hill Farm Road Farnham IP17 1LU	To construct an 80,000 cubic metre reservoir covering an area of approximately 3.5 hectares, with the reservoir basin water surface area being 2.48 hectares. The reservoir is to be situated north of Hill Farm Road, and located with in the site so that: the embankment toe is set back 25 m from public highway, the NW toe is 10 m distance from overhead power cables. The reservoir will be used to store and supply water to the in hand farming business for the irrigation of crops during the summer months.	Approved	Tier 1	Yes. Scoped in for Noise & Vibration, Soils & Agriculture, Historic Environment and Ground Water	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Noise & Vibration, Soils & Agriculture, Historic Environment and Ground Water.	n/a	Yes	Yes	future baseline / cumulative	8671.09	10927.79	5182.83	171.2	9745.67	7215.46	4601.98	7816.71	22589.86	4735.13	12713.55	25898.97	17042.33	3873.88
196	DC/17/1331/FUL	Pond Farm Hill Farm Road Farnham Suffolk	Full planning application for the conversion of three existing agricultural barns to form two dwellings	Approved	Tier 1	Yes. Amenity & Recreation/ Landscape &Visual	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape &Visual.	n/a	Yes	Yes	Future baseline	8869.26	11051.22	4984	57.8	9869.78	7409.96	4742.87	7922.82	22432.2	4924.72	12840.97	25702.23	16843.43	3977.33
200	DC/18/1506/FUL	Home Farm Wickham Market Road Easton Suffolk IP13 0ET	Conversion of 5no. agricultural buildings to form 7no. residential dwellings, including change of use of land, new car ports, landscaping and driveways	Approved	Tier 1	Yes. Amenity & Recreation/ Landscape &Visual	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape &Visual.	n/a	Yes	Yes	Future baseline	16519.39	16573.38	2309.61	6478.77	15363.87	14967.97	11369.91	13332.53	17623.93	12609.97	18340.08	17969.62	9165.63	10164.69
201	DC/17/2596/FUL	Home Farm Wickham Market Road Easton Suffolk IP13 0ET	Conversion of two agricultural barns to three dwellings	Approved	Tier 1	Yes. Amenity & Recreation/ Landscape &Visual	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape &Visual.	n/a	Yes	Yes	Future baseline	16516.49	16535.98	2362.6	6481.78	15327.14	14964.86	11352.86	13297.72	17689.66	12625.32	18301.01	17955.79	9171.2	10145.34
202	DC/17/1342/FUL	Home Farm Wickham Market Road Easton Suffolk IP13 0ET	Conversion of offices to form 2no. dwellings, as approved under DC/14/3863	Approved	Tier 1	Yes. Amenity & Recreation/ Landscape &Visual	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape &Visual.	n/a	Yes	Yes	Future baseline	16450.38	16482.61	2305.03	6414.75	15273.39	14898.79	11290.32	13242.88	17718.41	12557.64	18248.64	18023.47	9236.71	10083.58
204	DC/16/0183/FUL	Home Farm Wickham Market Road Easton Suffolk IP13 0ET	Conversion of two agricultural barns to residential as approved for conversion to residential under DC/15/3680/PN3. This application also includes change of use of the natural curtilage to garden land and associated car parking, hard standing and fencing	Approved	Tier 1	Yes. Amenity & Recreation/ Landscape &Visual	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape &Visual.	n/a	Yes	Yes	Future baseline	16505.02	16534.91	2339.45	6468.71	15325.85	14953.44	11345.34	13295.77	17679.54	12609.29	18300.52	17971.39	9181.84	10138.5
206	DC/14/2244/FUL	Easton Primary School And Land Adjacent The Street Easton Suffolk IP13 0ED	Provision of 10 open market dwellings and 4 affordable dwellings, together with garages, access road, parking, school car park and drop of zone, extension to school grounds, footpath, fencing, walling, landscaping, drainage, infrastructure and other ancillary works. Revised scheme to withdrawn application DC/13/3768/FUL	Approved following appeal	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	16616.25	16339.67	2914.91	6651.56	15138.04	15064.44	11341.55	13128.08	18171.81	12875.11	18088.25	17748.12	9135.91	10117.03
209	DC/16/3863/OUT	Land South Of Solomans Rest The Street Hacheston Suffolk	Use of land for the erection of 10 dwellings with associated garaging/parking. Construction of access road.	Approved	Tier 1	Yes. Scoped in for Soils & Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Future baseline / cumulative	14262.46	14423.39	1208.05	4268.72	13207.98	12710.43	9093.79	11159.55	19310.34	10504.33	16207.47	20130.8	11435.1	7894.08
221	DC/18/3028/FUL	Village Hall High Street Wickham Market Suffolk IP13 0HE	Demolition of existing village hall to make way for new two storey village hall accommodation consisting of Main Hall with Stage and associated equipment, chair store and multi-purpose room. New kitchen and Bar areas with smaller Hall/Function room with associated office and WC facilities. First floor accommodation will comprise the Wickham Market Public Archive. The site will see reconfiguration of the existing car parking forming 41 spaces and 4 disabled spaces	Approved	Tier 1	Yes. Scoped in for Amenity & Recreation and Landscape & Visual	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Future baseline / cumulative	16379.87	17512.66	1363.86	6525.09	16294.21	14946.18	11800.16	14230.71	16009.69	12091.65	19314.76	18787.89	9593.29	10685.76
222	DC/18/2161/FUL	8 Spring Lane Wickham Market Suffolk IP13 0SP	Conversion from one dwelling to two	Approved	Tier 1	Yes. Amenity & Recreation/ Landscape &Visual	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape &Visual.	n/a	Yes	Yes	future baseline	15639.33	16666.8	611.07	5721.09	15448.35	14180.08	10974.08	13384.92	16834.68	11417.99	18468.82	19316.16	10200.79	9851.47
223	DC/16/4923/FUL	Land North Of Coach House High Street Wickham Market Suffolk	Proposed erection of 3 No single storey dwellings	Approved	Tier 1	Yes. Amenity & Recreation , Landscape & Visual and Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual and Soils & Agriculture.	n/a	Yes	Yes	Baseline	15641.08	16601.35	655.51	5699.12	15382.88	14172.6	10935.98	13320.19	16927.27	11441.27	18401.96	19266.39	10169.88	9806.54
225	DC/14/4088/FUL	Land North Of Coach House High Street Wickham Market Suffolk	Proposed erection of 2 no, two-storey detached dwellings (revised scheme)	Approved	Tier 1	Yes. Amenity & Recreation , Landscape & Visual and Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual and Soils & Agriculture.	n/a	Yes	Yes	Baseline	15737.31	16665.06	760.8	5787.29	15446.61	14265.81	11016.16	13384.51	16886.39	11543	18464.64	19161.39	10067.12	9883.18
226	DC/14/0216/FUL	Land At 202 High Street Wickham Market Suffolk	Erection of two dwellings with associated garaging and car ports	Approved	Tier 1	Yes. Amenity & Recreation , Landscape & Visual and Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual and Soils & Agriculture.	n/a	Yes	Yes	Baseline	15736.36	16692.77	738.17	5795.8	15474.3	14268.75	11032	13411.82	16846.39	11532.82	18492.99	19182.43	10079.88	9901.87
227	DC/18/2212/FUL	Os 6928 Main Road Parham Suffolk	Erection of 15 no. new dwellings including 10 no. affordable homes and construction of new vehicular access	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual and Soils & Agriculture.	n/a	Yes	Yes	future baseline	14182.27	13606.09	2649.21	4585.22	12404.19	12638.66	8744.18	10396.16	20551.61	10866.6	15357.06	20115.05	11787.2	7503.73

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
229	DC/14/1551/FUL	Willoughby House Main Road Parham Suffolk IP13 9LZ	Use of land for the erection of two, two-storey dwellings and detached garages, and creation of new shared vehicular access. (Relocation of footpath).	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	14114.09	13505.69	2718.88	4550.96	12304.37	12571.77	8664.62	10298.07	20657.77	10827.49	15255.51	20185.49	11876.72	7422.48
263	DC/14/0991/OUT	Land North Of Woods Lane Melton Suffolk	Outline planning application for up to 180 Dwellings with all matters reserved except for access.	Refused - 23/05/2014 Reserved matter applications approved - DC/17/1698/ARM & DC/18/2046/ARM - under construction	Tier 1	Yes. Scoped in for Ecology and Traffic	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Ecology and Traffic.	n/a	Yes	Yes	future baseline / cumulative	21577.27	23422.78	7213.11	12225.32	22205.07	20313.5	17555.16	20140.23	10159.08	17005.27	25229.22	16405.73	7477.67	16499.46
272	DC/14/2561/FUL	Church Road Snape Suffolk	Construction of 2 registered affordable bungalows (mobility standard) and 3 private market homes, including access road, vehicular accesses, garaging, ancillary works and landscaping	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	6758.2	11126.25	7575.98	2204.3	9976.78	5686.05	4974.9	7781.4	23596.06	2205.55	12787.93	28435.91	19421.28	4953.88
274	DC/16/0793/FUL	Land On Redwald Road Rendlesham Suffolk	Erection of 11no. new dwellings including 3no. affordable dwellings with associated access and car parking	Approved Superseded by DC/17/4234/FUL	Tier 1	Yes. Scoped in for Soils & Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline / cumulative	13758.09	17063.74	4191.74	5675.08	15882.48	12674.31	10738.34	13913.21	16624.09	9090.73	18853.36	23195.85	13881.86	9973.08
278	DC/17/4234/FUL	Vacant Site Redwald Road Woodbridge Rendlesham IP12 2TA	Erection of 7 no. single storey private dwellings with associated access, parking and external works	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline	13814.84	17124.7	4209.12	5735.43	15943.46	12733.18	10799.55	13973.72	16564.2	9146.36	18914.41	23171.62	13856.57	10033.74
279	DC/17/4188/EIA	Site SSP12 Rendlesham Suffolk	Screening opinion - erection of up to 75 dwellings	EIA not required	Tier 2	Yes. Scoped in for Ecology and Soils & Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Ecology and Soils & Agriculture.	n/a	Yes	Yes	future baseline / cumulative	13080.77	15475.51	2323.81	4095.1	14278.09	11794.76	9284.07	12252.37	17867.16	8593.57	17283.51	22497.96	13286.47	8371.74
297	DC/16/5009/FUL	Staverton Caravan Park Fenn Row Wantisden IP12 3PJ	Use of land for stationing up to 30 holiday lodges	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	14662.89	18874.08	6503.53	7698.23	17692.67	13819.42	12500.81	15825.48	15641.86	9983.2	20630.43	24424.62	15130.68	11889.04
302	DC/17/4802/FUL	Land Rear Of Bromeswell Corner Common Lane Bromeswell Suffolk	Development of existing field with new vehicular Access of common lane, with 3 units of Holiday Accommodation and a storage/reception area. Previous application DC/15/1308/FUL approved 8th July 2015	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline	19759.47	22347.72	6440.9	10967.86	21141.01	18614.05	16238.23	19087.82	10931.4	15105.94	24160.24	18922.06	9872.15	15281.13
305	DC/15/1308/FUL	Land Rear Of Bromeswell Corner Common Lane Bromeswell Suffolk	Change of use of existing field to provide 3 units of holiday accommodation in the form of 3no Woodland chalets with new vehicular access off Common Lane.	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	19804.09	22409.96	6510.67	11028.84	21203.55	18662.58	16296.72	19150.76	10870.02	15148.44	24222.44	18943.16	9904.39	15341.74
337	DC/18/4525/SCO	Land At Orwell Green Suffolk	Request for an Environmental Impact Assessment Scoping Opinion - for the development of circa 2,700 no. Residential dwellings, the associated access, local employment, local retail, leisure and community facilities, land for primary education facilities, health and care provision, and supporting amenity space, landscaping, green infrastructure and sustainable drainage systems	EIA required (20/12/2018)	Tier 2	Yes. Scoped in for Ecology, Traffic and Air Quality	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Ecology, Traffic (over threshold for explicit inclusion for a TA (75HH), but not included explicitly in strategic modelling Reference Case because not specified by SCC) and Air Quality (potential for traffic impacts on air quality).	n/a	Yes	Yes	future baseline / cumulative	30084.91	32639.99	16458.77	21325.38	31424.93	29005.94	26632.34	29361.35	1719.73	25397.97	34450.77	17023.36	12116.9	25636.19
356	DC/17/1435/OUT	Land South And East Of Adastral Park Martlesham Heath Martlesham Suffolk	Outline planning application for up to 2000 dwellings, an employment area of c0.6ha (use Class B1), primary local centre (comprising use Classes A1, A2, A3, A4, A5, B1, C3, D1 and D2), secondary centre (comprising possible use Classes A1, A3 and A4), a school, green infrastructure (including Suitable Accessible Natural Greenspace (SANGs), outdoor play areas, sports ground and allotments/community orchards), public footpaths and cycleways, vehicle accesses and associated infrastructure	Approved DC/18/2774/ARM, DC/18/2775/ARM, DC/18/2959/DRC & DC/18/4644/VOC pending consideration	Tier 1	Yes. Scoped in for Amenity & Recreation, Landscape & Visual, Ecology , Traffic and Air Quality	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual, Ecology, Traffic and Air Quality (potential for traffic impacts).	n/a	Yes	Yes	Cumulative	26222.91	28913.17	12807.17	17556.31	27701.89	25149.72	22841.88	25642.34	4393.59	21536.05	30725.69	17480.12	10630.84	21871.08
366	DC/15/4696/DCO	East Anglia Offshore Wind Three Underground Cabling Between Bramford And Bawdsey	Application by East Anglia THREE Limited for an Order Granting Development Consent for the East Anglia THREE Offshore Wind Farm	Approved	Tier 1	Yes. Scoped in for Amenity & Recreation and Landscape & Visual	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Cumulative	25129.67	28357.49	12538.07	16966.4	27157.55	24161.48	22152.06	25117.03	5126.34	20433.49	30167.46	19468.48	12150.83	21258.98
367	DC/16/4395/AME	Land South Of Main Road Martlesham	Erection of 180 dwellings together with associated garages, parking, landscaping and access off Main Road and open space	Approved	Tier 1	Yes. Traffic	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Traffic (Included explicitly in strategic modelling Reference Case, as a committed development (with some dwellings assumed completed at base year of modelling)).	n/a	Yes	Yes	baseline	25991.58	28232.89	12032.47	16964.47	27016.24	24830.85	22287.67	24951.58	5475.79	21336.97	30041.73	15965.55	8980.66	21264.32
372	DC/17/5016/FUL	Red House Farm Bridge Road Levington Suffolk IP10 0LZ	Demolition of existing workshop then erection of replacement on similar footprint. This will be used for the purpose of running rural based skills leisure courses and the storage of camping equipment for proposed boutique camping site. Change of use of agricultural land to allow for the provision of 5 Bell tents on wooden platforms along with separate toilet and washing facilities.	Approved	Tier 1	Yes. Amenity & Recreation/ Landscape &Visual	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape &Visual.	n/a	Yes	Yes	future baseline	31387.61	34529.18	18503.59	23143.03	33323.3	30434.31	28376.9	31270.45	958.41	28693.14	36341.52	19769.25	15056.05	27451.68
373	DC/15/0057/FUL	Levington Park Bridge Road Levington Suffolk IP10 0NE	Installation of 250KW of ground mounted solar PV, to generate renewable energy electricity for use on site, with any additional exported to the national grid	Approved	Tier 1	Yes. Amenity & Recreation, Landscape & Visual.	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Baseline	31088.58	34198.69	18164.93	22813.97	32992.3	30127.26	28052.32	30938.78	614.23	26393.35	36011.13	19557.49	14744.36	27123.55
375	DC/16/3934/FUL	The Oaks The Oaks Caravan Park Chapel Road Bucklesham Ipswich Suffolk IP10 0BT	Use of the site for 43 static caravans and 40 touring caravans	Approved	Tier 1	Yes. Terrestrial Ecology	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Terrestrial Ecology.	n/a	Yes	Yes	Baseline	28850.99	32153.65	16253.94	20761.72	30952.95	27920.73	25953.84	28908.88	1650.77	24159.06	33964.23	19942.48	14105.43	25057.99
376	DC/16/1355/FUL	Westwood Park Caravan Site The Heath Bucklesham Suffolk IP10 0BW	Change of use from 90 pitch touring caravan site to allow up to 50 stationary caravans for seasonal use and 40 touring caravans	Approved	Tier 1	Yes. Terrestrial Ecology	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Terrestrial Ecology.	n/a	Yes	Yes	Baseline	28971.94	32200.6	16259.73	20809	30998.46	28026.12	26017.06	28950.89	1404.57	24277.98	34011.92	19653.56	13897.25	25110.33
377	DC/16/0873/FUL	6 Levington Lane Bucklesham Suffolk IP10 0DZ	Demolition of no.6 Levington Lane and converted former poultry sheds, creation of new site access, erection of 12no. new dwellings (net 11), erection of 6no. new Business Units (B1a Offices) (900m2) at Street Farm, Bucklesham	Approved	Tier 1	Yes. Scoped in for Amenity & Recreation and Landscape & Visual	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	future baseline / cumulative	29360.7	32256.81	16169.29	20886.41	31047.15	28346.52	26153.47	28989.48	1032.85	24664.73	34069.5	18335.13	12898.59	25200.43
379	DC/15/1877/FUL	Park Farm Chapel Road Bucklesham Suffolk	Change of use of agricultural land and D.I.Y. Equestrian Livery to caravan park for up to 45 stationary caravans to be occupied on a seasonal basis and 55 touring caravans.	Approved	Tier 1	Yes. Terrestrial Ecology	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Terrestrial Ecology.	n/a	Yes	Yes	Baseline	28916.79	32171.09	16244.44	20779.18	30969.65	27976.27	25981.77	28923.08	1497.62	24223.46	33982.17	19751.68	13961.79	25078.83
388	DC/16/2119/OUT	Land South Of High Road Trimley St Martin Suffolk	Outline planning application for development of up to 70 dwellings, public open space and associated infrastructure with all matters reserved except access.	Approved	Tier 1	Yes. Scoped in for Ecology	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Terrestrial Ecology.	n/a	Yes	Yes	future baseline / cumulative	30732.23	34711.5	19207.09	23299.7	33522.9	29967.78	28403.45	31519.55	4102.03	26096.07	36508.53	23331.89	17807.58	27604.1
389	DC/16/1919/FUL	Land At High Road Trimley St Martin Suffolk	Erection of 69 new homes with associated access, landscaping and amenity space.	Approved	Tier 1	Yes. Scoped in for Ecology	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Terrestrial Ecology.	n/a	Yes	Yes	future baseline / cumulative	30482.53	34419.8	18890.8	23007.83	33230.27	29706.75	28116.72	31224.18	3859.8	25840.69	36217.95	23065.5	17486.75	27311.49

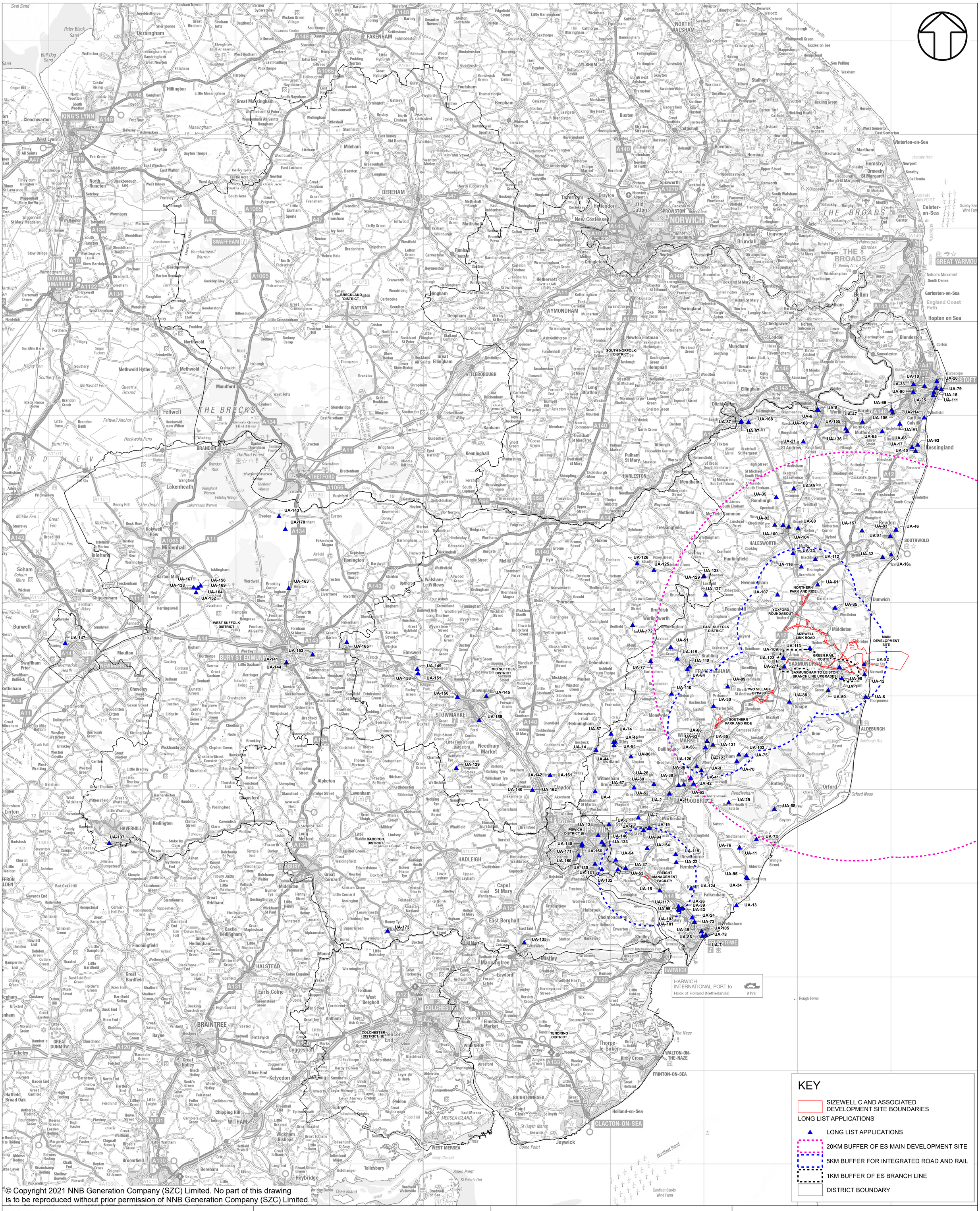
Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
393	DC/16/1107/FUL	Land On The South Side Of Thurmans Lane Trimley St Mary Suffolk	Erection of 98 dwellings (including 32 affordable units) together with drainage, garaging, parking, landscaping, public open spaces, new electricity sub-station, new foul water pump-station, pedestrian links to Thurmans Lane, access onto The Josselyns and all ancillary works	Approved	Tier 1	Yes. Traffic	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Traffic (over threshold for explicit inclusion for a TA (75HH), but not included explicitly in strategic modelling Reference Case because not specified by SCC).	n/a	Yes	Yes	Baseline	30971.35	35179.4	19862.36	23777.24	33997.24	30264.95	28844.88	32012.56	5232.38	26367.81	36968.57	24464.88	18866.98	28082.21
394	DC/15/1047/DRC	Plateaus A And B Land At Clickett Hill Road Felixstowe Suffolk IP11 2YJ	Proposed high bay distribution unit (Use Class B2 and B8) with a footprint of c.47,000m2, including car parking and associated infrastructure.	Approved	Tier 1	Yes. Traffic	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Traffic.	n/a	Yes	Yes	future baseline	31926.31	36344.27	21187.6	24961.85	35161.95	31277.94	29992.29	33201.23	6562.19	27361.81	38125.41	25810.04	20340.36	29261.95
418	DC/18/0274/FUL	Land And Building Adjacent The Shrubbery Clay Common Frostenden Suffolk	Construction of 2 detached dwellings, including change of use of land from agricultural to residential and demolition of existing agricultural building	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline	15049.74	11781.88	27774.03	22617.17	14057.27	17356.49	18151.96	14211.83	46379.12	22160.99	10872.1	44199.83	37662.68	19905.91
419	DC/19/0398/EIA	Land West Of Copperwheat Avenue Reydon Suffolk	EIA Screening Opinion - Proposed residential development (220 dwellings)	EIA not required (24/04/2019)	Tier 2	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline / cumulative	12051.46	10736.76	26576.78	20911.36	12927.99	14635.98	15497.39	12667.42	44814.63	19638.22	9907.52	44401.22	37211.87	18467.18
420	DC/17/3796/FUL	Rn Building Easton Lane Reydon Southwold IP18 6SS	Demolition of existing single storey building comprising artist studio/gallery. Erection of 2 no. single storey portable holiday let units with associated landscaping, parking & sewage treatment system.	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline	12852.56	12298.59	27972.45	22183.31	14438.63	15558.81	16326.15	13834.59	46052.53	20600.42	11500.14	46060.15	38760.77	19839.91
421	DC/17/2537/FUL	Land North Of Green Lane Reydon IP18 6PG	Development of 23 residential dwellings and an area of open space, together with associated landscaping, highways and engineering works	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	12386.76	11182.18	27009.94	21329.04	13370.21	14996.21	15841.98	13067.02	45230.1	20008.04	10354.42	44848.88	37657.8	18896.86
425	DC/16/1780/FUL	Land Adjacent Little Priory Church Street Wangford Suffolk	Construction of 8 No. houses	Refused - 18/07/2016 Appeal in progress	Tier 1	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline / cumulative	13003.55	9871.15	25903.29	20642.18	12149.82	15297.73	16124.96	12240.08	44455.3	20105.91	8967.08	42755.41	35998.76	17968.22
429	DC/14/2110/EIA	Land Adjacent Further Green Farm Uggeshall Suffolk	EIA Screening Application - Proposed Solar Farm	EIA not required	Tier 2	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline / cumulative	15878.51	11930.94	27744.84	22835.7	14173.5	18022.48	18557.33	14470.6	46426.07	22728.31	11023.59	43561.03	37290.3	20043.86
432	DC/17/5090/FUL	Low Farm Locks Road Brampton Beccles Suffolk NR34 8DX	Use of land for the stationing of 4 X No. camping pods, installation of toilet block pod and erection of single-storey amenity building. Installation of package private sewage treatment plant. Extension to car park	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline	17377.11	11957.05	26691.29	22520.53	13943.58	19003.91	18832.2	14587.77	45382.67	23304.59	11145.59	40877.08	35271.09	19599.78
433	DC/17/1070/FUL	Land North East Of Woodside Brampton Suffolk	Construction of 6 no. 2 Storey 2 Bedroom Semi Detached dwellings and associated works inc off street parking and private drive	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline	16341.57	11695.87	27167.77	22548.65	13860.35	18272.41	18503.27	14308.9	45885.23	22832.09	10813.95	42348.35	36338.3	19688.48
434	DC/16/1725/EIA	Land South Of Southwold Road Stoven Suffolk	EIA Screening Opinion - Proposed pig building	EIA not required	Tier 2	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline / cumulative	15289.21	10997.76	26713.03	21898.64	13216.39	17321.08	17711.95	13572.33	45410.02	21957.73	10097.46	42411.83	36171.5	19079.48
437	DC/18/2261/EIA	Bernard Matthews Scalesbrook Lane Holton Halesworth Suffolk IP19 8NJ	EIA Screening Opinion - The proposed development includes demolition of an existing poultry storage building and construction of up to 29,000 square metres of floorspace for use as a poultry slaughter and processing plant and associated parking	EIA not required	Tier 2	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline / cumulative	14265.29	8218.72	22687.05	18571.22	10086.66	15541.43	15045.2	10837.41	41384.83	19584.85	7520.09	37402.67	31465.62	15640.55
443	DC/17/3981/OUT	Land South Of Chediston Street Halesworth Suffolk IP19 8TU	Outline Application (Some Matters Reserved) - Construction of up to 200 dwellings including car parking, open space provision with associated infrastructure and access	Approved	Tier 1	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline / cumulative	13695.99	6859.9	20295.3	16573.5	8489.46	14495.85	13263.91	9454.69	38939.31	18073.45	6593.93	34695.05	28795.74	13617.46
444	DC/17/1012/OUT	Part Land South Of Fairview Farm Norwich Road Halesworth Suffolk	Outline Application - Construction of 22 dwellings, associated parking including garages, and associated works	Approved Reserved matters application approved 14 June 2019 - DC/18/3449/ARM - under construction	Tier 1	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline / cumulative	14291.91	7941.01	22061.97	18107.5	9743.9	15411.49	14680.85	10572.86	40738.16	19303.37	7375.6	36556.59	30686.31	15163.31
445	DC/16/5410/OUT	Land North And East Of Hill Farm Road Halesworth Suffolk	Outline Application (with all matters other than means of access reserved) for residential development of up to 160 dwellings with the provision of a new meadow, additional site wide open space and landscaping, land to enable an extension to the existing cemetery and vehicular accesses off Hill Farm Road	Approved Superseded by DC/18/1281/ARM (under construction)	Tier 1	Yes. Scoped in for Soils and Agriculture and Traffic	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils and Agriculture and Traffic (over threshold for explicit inclusion for a TA (75HH), but not included explicitly in strategic modelling Reference Case because not specified by SCC).	n/a	Yes	Yes	future baseline / cumulative	13307	6944.49	21264.57	17184.4	8764.94	14405.16	13726.49	9575.54	39963.6	18311.6	6369.68	36174.53	30113.72	14248.11
446	DC/16/4287/COU	Caravan Park The Triple Plea Broadway Halesworth Suffolk	Change of use - Proposed Caravan/Camping site for 20 touring caravans and 5 camping pitches. With WC/Shower building and associated access roads and landscaping.	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	14609.69	8352.67	22527.45	18560.81	10172.72	15784.8	15123.6	10983.12	41203.01	19720.71	7747.88	36957.22	31128.4	15618.34
450	DC/15/3221/OUT	Land Rear Of 34 48 Old Station Road Halesworth Suffolk	Outline Application - Construction of 15 Self/Custom Built Dwellings together with Estate Road Access; Plot Subdivision; Provision of Open Space and Landscaping	Approved	Tier 1	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline / cumulative	14395.61	7794.34	21515.65	17729.96	9516.64	15367.2	14372.23	10418.39	40162.26	19104.12	7366.26	35772.98	29975.72	14776.56
462	DC/15/2049/COU	Touring Site Sotterley End Farm Sotterley Road Henstead Beccles Suffolk NR34 7NQ	Change of use of land to a Holiday Touring site with 15 No. touring pitches, an open camping area and associated infrastructure	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	Baseline	18936.76	15534.64	31419.79	26421.41	17794.83	21266.45	22028.18	18026.77	50086.16	26069.22	14623.69	47120.96	40963.49	23663.56
467	DC/16/4723/PN3	Agricultural Building Spexhall Hall Road Spexhall Halesworth Suffolk IP19 0RR	Prior Notification - Change of Use of agricultural barn into 3no domestic residential units	Prior Approval Not Required	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline	17016.53	10703.86	24362.36	20707.24	12474.1	18187.71	17354.16	13335.54	42947.03	22052.07	10150.96	37762.53	32402.81	17752.43
469	DC/19/0347/PN3	Red House Farm Halesworth Road Redisham Beccles Suffolk NR34 8NF	Prior Notification - Change of Use of an agricultural building to 2no. dwelling houses (C3) with building operations	Prior approval required (15/05/2019)	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline	19029.44	13263.2	27371.95	23545.38	15126.77	20500.43	20089.86	15878.98	45982.21	24626.36	12523.43	40641.1	35429.16	20600.72
471	DC/14/0904/FUL	Woodlands Halesworth Road Redisham Beccles NR34 8NF	Construction of 2 no. detached houses with detached garages, including demolition of existing garage	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils & Agriculture.	n/a	Yes	Yes	future baseline	19068.84	13393.1	27598.6	23720.57	15269.92	20581.47	20223.84	16002.12	46221.98	24747.6	12625.65	40954.98	35713.89	20779.57
509	DC/16/2778/OUT	Land North Of Walton High Street Felixstowe Suffolk	Hybrid application seeking outline planning permission for demolition of existing buildings and phased construction of up to 385 dwellings, associated infrastructure, new public open space and a new link road and linear park between Walton High Street and Candlet Road with all matters reserved except access and full planning permission and listed building consent for demolition of existing buildings and conversion of curtilage listed stables to B1 business use, associated infrastructure and enhancements to the curtilage of 362 High Street	Approved	Tier 1	Yes. Scoped in for Amenity & Recreation, Landscape & Visual and Traffic	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual and Traffic (over threshold for explicit inclusion for a TA (75HH), but not included explicitly in strategic modelling Reference Case because not specified by SCC).	n/a	Yes	Yes	future baseline / cumulative	30966.03	35462.98	20430.08	24095.92	34280.37	30334.76	29104.03	32333.51	6618.32	26413.84	37239.49	25825.11	20032.41	28391.1

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
519	DC/15/1128/OUT	Land At Candlet Road Felixstowe	Application for Outline Planning Permission for up to 560 dwellings, including a Local Community Centre, a 60 Bedroom extra Care Home and 50 assisted Assisted Living Units, 2 small Business Units and open space provision with associated Infrastructure.	Approved	Tier 1	Yes. Scoped in for Amenity & Recreation, Landscape & Visual and Traffic	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual and Traffic (over threshold for explicit inclusion for a TA (75HH), but not included explicitly in strategic modelling Reference Case because not specified by SCC).	n/a	Yes	Yes	future baseline / cumulative	30442.23	35104.72	20281.27	23772.78	33922.15	29853.61	28736.57	32000.89	7305.1	25923.49	36872.09	26425.05	20381.43	28055.56
529	DC/18/02633	Land At Bickers Hill Laxfield IP13 8EZ	Outline Planning Application (some matters reserved) - Erection of up to 5 No. dwellings including access.	Awaiting Decision	Tier 1	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils and agriculture.	n/a	Yes	Yes	future baseline / cumulative	16870.56	10846.79	14774.41	13865.98	10645.83	16204.75	12569.58	10299.89	32158.58	17548.84	11661.31	25444.34	20436.78	11759
530	3642/16	Land On West Side Of Bickers Hill Road Laxfield	Erection of up to 10no. 2 storey dwellings and construction of access road	Approved	Tier 1	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils and agriculture.	n/a	Yes	Yes	future baseline / cumulative	16999.77	10912.49	14996.31	14079.51	10752.19	16356.34	12741.26	10436.09	32369.53	17732.27	11711	25574.63	20620.13	11945.55
532	3079/15	Land Adjacent To Mill Road Laxfield Suffolk	Erection of 12no dwellings (comprising 8 affordable homes and 4 general market dwellings) associated works, including car parking, garaging, foul water pumping station, new access and footpath cross over (re-submission of 1098/15).	Approved	Tier 1	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils and agriculture.	n/a	Yes	Yes	future baseline / cumulative	17068.25	11240.48	14371.09	13624	10927.18	16318.72	12600.33	10475.72	31604.5	17514.37	12091.23	24779.19	19801.04	11714.8
534	DC/19/01441	Land To The Rear Of Suffolk House High Street Laxfield Suffolk	Outline Planning Application (some matters reserved) - Erection of 3 No. dwellings to include scale and access (re-submission of refused application DC/18/01304).	Approved	Tier 1	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils and agriculture.	n/a	Yes	Yes	future baseline / cumulative	17124.65	11137.71	14795.55	13967.07	10917.73	16436.37	12774.94	10548.35	32083.3	17733.3	11956.43	25212.95	20283.73	11938.59
535	DC/19/00156	Land To The East Of Mill Road Laxfield Suffolk	Full Planning Application - Erection of 13no. dwellings (comprising 9no. open market dwellings and 4no. affordable dwellings) associated works including car parking and garaging	Approved	Tier 1	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils and agriculture.	n/a	Yes	Yes	future baseline / cumulative	17072.9	11209.17	14462.19	13695	10916.4	16337.2	12631.53	10485.02	31710.22	17556.23	12053.84	24878.94	19909.57	11757.33
536	DC/19/00038	Land To The East Of Mill Road Laxfield Suffolk	Full Planning Application - Erection of 4 no. dwellings, garages and new access.	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils and agriculture.	n/a	Yes	Yes	future baseline	17171.91	11350.19	14402.2	13683.23	11034.92	16416.97	12692.11	10577.86	31598.02	17599.3	12200.78	24708.33	19763.96	11799.43
545	DC/19/1141/OUT	Land To The West Of Copperwheat Avenue Reydon IP18 6YD	Outline Application - Development of up to 220 dwellings with associated open space	Awaiting decision	Tier 1	Yes. Scoped in for Soils and Agriculture	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Soils and agriculture.	n/a	Yes	Yes	future baseline / cumulative	11981.67	10709.46	26537.53	20863.77	12896.35	14571.03	15429.39	12612.81	44766.16	19575.5	9883.23	44386.84	37185.36	18425.71
552	DC/19/0866/FUL	The Woodyard Vyces Road Framlingham Suffolk IP13 9RJ	Erection of nine single-storey dwellings as an alternative scheme to the existing permission granted under DC/15/1090/FUL	Approved	Tier 1	Yes. Soils & Agriculture	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Soils and agriculture.	n/a	Yes	Yes	Future baseline	16663.41	14163.01	6827.06	8297.77	13084.28	15210.8	10979.53	11370.27	22864.66	14281.48	15707.05	18531.55	11675.23	9635.5
574	PINS	East Anglia 1 - Offshore Windfarm	EA Round 3 Zone is located off the coast of EA. Closest point to SZC is 14km from the shore. EA1 is the first project within the zone to be developed. Current licences for boulder removal, UXO clearance and export cable disposal licence.	Approved	Tier 1	Yes. Amenity & Recreation/ Landscape &Visual, Historic Environment, Socio-Economics, Marine Navigation.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape &Visual, Historic Environment, Socio-Economics and Marine Navigation (scoped in Shipping and Navigation - EA1 cable landfall at Bawdsey, potential cumulative risk if Harwich chosen as transhipment facility.	n/a	Yes	Yes	Future baseline	61473.85	71076.58	82471.65	76461.52	72392.19	68772.84	68090.8	68646.77	95222.15	71898.11	70593.74	103182.65	94333.67	75681.52
575	PINS	East Anglia THREE - Offshore Windfarm	The 1200MW East Anglia THREE project is the second project to be developed in the East Anglia Zone and covers an area of approximately 305km2. Landfall at Bawdsey with onshore transition pits to join the offshore and onshore cables.	Approved	Tier 1	Yes. Scoped in for Amenity & Recreation, Landscape & Visual, Historic Environment, Socio-Economics, Marine Navigation	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity and Recreation, Landscape and Visual, Historic Environment (Indirect effects on heritage assets and potential direct effects (onshore elements) on local archaeological landscape), Socio-Economics and Marine Navigation (Landfall at Bawdsey, potential cumulative risk if Harwich chosen as trans-shipment facility).	n/a	Yes	Yes	Cumulative	75289.23	78608.51	94191.99	88170.31	80775.45	80712.3	80982.06	79772.73	111545.3	85525.78	77778.4	111998.8	105084.6	86066.3
577	PINS	Galloper OWF O&M facility and ongoing maintenance	Construction of an O&M facility at Harwich to service Galloper	Approved.	Tier 1	Yes. Amenity & Recreation/ Landscape &Visual, Socio-Economics, Marine Navigation.	Yes	Scheme likely to be operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape &Visual and Marine Navigation (potential for cumulative impacts if Harwich chosen as trans-shipment facility).	n/a	Yes	Yes	Future baseline	36424.49	40417.76	24767.37	29006.4	39226.53	35684.32	34121.41	37214.24	7794.06	31802.82	42217.75	25746.53	21903.47	33308.26
578	MLA/2019/00124	Galloper OWF O&M maintenance	Ongoing maintenance activities during the operation of the OWF	Approved	Tier 1	Yes. Amenity & Recreation, Landscape & Visual, Socio-Economics, Marine Navigation	Yes	Schemes operational prior to construction of Sizewell C commencing	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation, Landscape & Visual, Socio-Economics and Marine Navigation (Export cables close to cooling water headworks).	n/a	Yes	Yes	Baseline	39419.45	51560.66	50484.19	47113.47	51005.49	44400.29	42851.82	45322.62	52258.78	42920.4	52100.44	68421.55	59469.45	49231.34
590		Proposed aggregate extraction sites in the study area (i.e. between Lowestoft and Ipswich)	A number of aggregate extraction sites are under planning in the Southern North Sea area Outer OTE- 528/2, Thames D- 524 and New 495 - 525	Various	Tier 2	Yes. Scoped in for Geology & Land	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Geology & Land (due to proximity to MDS (1m) and also use as a nuclear power station).	n/a	Yes	Yes	Cumulative	500000	500000	500000	500000	500000	500000	500000	500000	500000	500000	500000	500000	500000	500000
592		SZB Nuclear Power Station Decommissioning	Planned decommissioning of SZB power station. Decommissioning is anticipated to commence in 2035. EDF's lifetime strategy is to seek life extensions for all its nuclear stations, where it is safe and commercially viable to do so. Therefore, there is also uncertainty in terms of the 2035 decommissioning start date	Operational	Tier 1	Yes. Scope in for Amenity & Recreation, Landscape & Visual, Flood Risk, Historic Environment, Marine Navigation, Ground Water.	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity and Recreation, Landscape and Visual, Flood Risk, Historic Environment (Indirect effects on heritage assets and potential direct effects on local archaeological landscape), Marine Navigation (Potential for cumulative risk if decommissioning of Sizewell B overlaps maintenance for Sizewell C) and Ground Water (potential impacts on Sizewell Drain and Sizewell Marshes SSSI).	n/a	Yes	Yes	Cumulative	0	9780.44	17345.01	11215.23	9463.54	3611.31	2877.7	3912.24	33245.93	7275.59	10201.28	37919.97	29196.97	10597.16
594	MLA/2018/00469	Suffolk Yacht Harbour Levington Saltmarsh restoration and beneficial use project	The project entails recharging dredged arisings through a pipe to beneficially recharge saltmarsh at four locations adjacent to Suffolk Yacht Harbour. Two of these are previous locations covered under an existing DEFRA licence which expired in January 2014 and all four locations were covered under the current MMO license for the works (MLA/2013/00327/1) which is to expire 19/12/18. The aim is to provide an interim adaptive measure to prevent or arrest salt marsh deterioration.	Approved	Tier 1	Yes. Scoped in for Amenity & Recreation and Landscape & Visual -	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to give rise to cumulative effects in the following: Amenity & Recreation and Landscape & Visual.	n/a	Yes	Yes	Future baseline / cumulative	32041.21	35488.76	19593.92	24097.65	34288.83	31157.7	29273.39	32247.53	2403.86	27359.57	37298.65	21322	16624.56	28389.29
596	PINS	Thanet Extension OWF	Vattenfall has been operating Thanet Offshore Windfarm for over 7 years. Thanet Extension will add up to 34 turbines, and up to 340MW of power. Landfall will be at Pegwell Bay.	In examination period - due to end June 2019	Tier 1	Yes - within wider ZoI	Yes	Yes potential for construction and/or operation overlap	Yes - potential to give rise to marine ecology effects	n/a	Yes	Yes	Cumulative	86939.07	94484.17	82513.61	84452.37	93388.53	87616.69	87062	89471.19	68861.67	83847.3	95983.6	86926.89	83059.55	88264.03
600	DC/19/3099/FUL	The Caravan & Camping Park Mill Hill Farm Westleton Road Darsham Saxmundham Suffolk IP17 3BS	Increase in park area, provision of 12 additional pitches, facilities building, and 12 glamping pods with scheme of landscaping.	Awaiting decision	Tier 1	Yes. Scoped in for Terrestrial Ecology, soils and agriculture and groundwater and surface water.	Yes	Yes potential for construction and/or operation overlap	Yes, potential to give rise to cumulative effects from the following: ground water and surface water, due to proximity to the Darsham Watercourse which is a tributary of the Minsmere Old River	n/a	Yes	Yes	Future baseline	4691.65	1806.69	15515.69	9916.94	2315.26	5462.57	5415.29	1623.89	33806.14	9718.21	2288.92	34163.63	26434.37	7396.24
601	DC/19/1462/FUL	Land Adjoining 8 The Street Darsham Suffolk	Erection of 26 Residential Dwellings, together with associated access, car parking and open space	Awaiting decision	Tier 1	Yes. Scoped in for Terrestrial Ecology, Landscape and visual, Amenity & Recreation and soils and agriculture.	Yes	Yes	Yes, potential to give rise to cumulative effects from the following: Ecology, Landscape and Visual, Amenity & Recreation and Soils and Agriculture.	n/a	Yes	Yes	Future baseline / cumulative	6101.2	412.63	15622.14	10366.85	1887.07	6747.7	6243.6	2016.17	34126.26	10705.07	1086.02	33687.1	26204.84	7640.05

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
602	DC/19/1988/OUT	Land To The North Of The A14 And To The West Of The A12 Foxhall Suffolk	Outline Application (with all matters reserved except for means of access for the erection of up to 2,700 dwellings, (including 33% affordable housing); apartments with care (C2 use class); vehicular access from a new roundabout off the A12, improvements to Felixstowe Road (including pedestrian/cycle footways); accesses and two roundabouts on Bucklesham Road; Layout to incorporate neighbourhood centres and market square (use classes A1, A2, A3, A4, A5, D1 and D2), two primary schools; Green Infrastructure including a village green, sports pitches and courts, club house, changing facilities, a community park (and car park), trim trail, neighbourhood equipped areas of play, locally equipped areas of play, habitat enhancement, landscaping and public realm works, community orchard, allotments, footpaths and cycling routes. Removal of existing on site reservoirs.	Awaiting decision	Tier 1	Yes. Scoped in for Soils and Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline / cumulative	30209.72	32830.51	16660.25	21503.78	31616.18	29144.2	26805.08	29553.27	1410.52	25519.91	34641.85	17310.58	12426.42	25816.35
603	DC/19/3042/EIA	Land At Victoria Mill Road Framlingham Suffolk IP13 9DW	Screening opinion request for residential development of up to 50 dwellings, including on site affordable housing and/or custom build/self build units and public open space.	Awaiting decision	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline / cumulative	16256.57	14029.84	6159.84	7693.99	12925.06	14785.49	10577.75	11153.32	22433.08	13736.56	15614.48	18687.08	11550.76	9235.37
604	DC/19/2018/FUL	Land Adjacent To And South Of Sitwell Gardens Station Road Framlingham	4 new 3 bedroom dwellings with associated parking and amenity space	Awaiting decision	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline	15992.09	13672.3	6253.6	7585.9	12572.59	14530.54	10309.35	10814.67	22758	13565.08	15250.15	19035.64	11928.78	8965.66
609	DC/19/2040/FUL	Leiston And District Constitutional Club Ltd Waterloo Avenue Leiston Suffolk IP16 4HE	Redevelopment of the site for 15 dwellings comprising of conversation of the club house into 12 apartments and redevelopment of the former bowling green for three bungalows with associated access and landscaping.	Awaiting decision	Tier 1	Yes. Scoped in for Ecology, Landscape & Visual, Amenity & Recreation and Noise & Vibration.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Ecology, Landscape & Visual, Amenity & Recreation and Noise & Vibration.	n/a	Yes	Yes	Future baseline / cumulative	571.3	7984.3	13278.01	7121.25	7212.93	699.61	201.04	2240.21	29754.32	3813.17	9063.54	33823.49	25115.65	6641.98
617	DC/19/2558/OUT	Land Off St Andrews Place And Waterhead Lane Woodbridge Melton IP12 1QX	Residential development of up to 55 dwellings, with access off St Andrews Place.	Awaiting decision	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline / cumulative	20002.63	22305.54	6233.05	10966.42	21093.52	18805.38	16274.42	19033.32	10988.27	15380.36	24117.88	18178.87	9097.33	15278.7
620	DC/19/1838/FUL	Land North Of Woods Lane Melton Suffolk	Full planning permission to amend previously-approved scheme (under outline permission DC/14/0991 and reserved matters approval DC/18/2046) to provide 35 dwellings in substitution of 26 dwellings previously approved, with associated parking, landscaping and access arrangements.	Awaiting decision	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline / cumulative	21556.13	23396.66	7186.92	12200.61	22178.94	20291.33	17530.42	20114.09	10186.91	16985.2	25203.04	16405.04	7470.35	16474.24
621	DC/19/1802/FUL	Turnpike House Turnpike Lane Melton Suffolk IP12 1NR	Erection of two detached dwellings.	Awaiting decision	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline	21435.73	23619.27	7458.59	12321.36	22404.4	20230.32	17642.23	20341.08	9750.9	16815.63	25430.2	17253.47	8415.71	16625.66
622	DC/19/1511/FUL	Proposed Development Site At Back Road Middleton Suffolk IP17 3NY	Hybrid application for residential development consisting of Full planning consent for 5 affordable units and 1 open market unit, and Outline planning consent for 2 self-build plots.	Awaiting decision	Tier 1	Yes. Scoped in for Ecology, Landscape & Visual and Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Ecology, Landscape & Visual and Soils and Agriculture - particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline	2884.76	3487.62	15065.13	9120.89	3309.28	3673.53	4244.18	911.48	32988.96	8188.22	4135	34376.42	26341.65	6974.43
625	DC/19/2513/FUL	Land North Of Mill Close Orford Woodbridge IP12 2FE	Construction of 11 dwellings (resubmission following withdrawal of application DC/19/1280/FUL)	Awaiting decision	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline / cumulative	12626.4	19333.15	11997.68	10144.84	18242.65	12689.06	12626.34	14694.17	20170.36	8770.89	20850.79	30913.33	21620.81	13473.7
627	DC/19/1499/FUL	Land North Of Gardenia Close And Garden Square Rendlesham Suffolk	A phased development of 75 dwellings, car parking, public open space, hard and soft landscaping and associated infrastructure and access.	Refused (08/07/2019) - Appeal lodged and awaiting decision	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline / cumulative	14268.96	17301.97	3694.46	5890	16112.9	13135.6	11019.68	14115.84	16219.1	9625.46	19100.97	22509.46	13195.22	10194.12
628	DC/19/2959/SCO	Land Adjacent To West End Farm Mill Lane Shadingfield Beccles Suffolk NR34 8DL	Environmental Impact Assessment Scoping Request for the Development of a Poultry Production Unit With Capacity To House Some 141,000 Birds	Awaiting decision	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline / cumulative	19120.22	14210.32	29288.07	24948.1	16298.23	20985.38	21072.84	16843.17	47995.63	25474.74	13355.06	43532.23	37965.28	22048.77
630	DC/19/2839/FUL	The Vicarage Darsham Road Westleton Suffolk IP17 3AQ	Application for 20 new dwellings and change of use of 1 no. existing dwelling (The Vicarage) into a communal social hub	Awaiting decision	Tier 1	Yes. Scoped in for: Ground Water & Surface Water and Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Ground Water & Surface Water - adjacent to Marsh Harrier compensation area and Soils and Agriculture - particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline / cumulative	3667.07	3222.23	16583.67	10732.88	3864.93	5120.48	5907.14	2527.48	34623.43	9800.73	3346.14	35585.33	27716.22	8453.53
631	DC/19/1876/COU	Field Lying To The West Of 4 Barnaby Green Wangford Suffolk NR34 8AY	Change of use of land to tourism, the field is approximately 2.5 acres in total, this application for change of use is for the front half of the field, approximately 2000 square meters. The back half will remain as grazing for horses, a double post and rail fence line will be erected separating each area -timber tipi holiday village - luxury Glamping site to include: 6 x timber tipi units. 5200 mm wide x 4000 mm high, sleeping 4-6 people, includes Defra approved log burners, 360 degree skylight, 150mm sheeps wool insulation, solid wood flooring, eco roof system -1 x communal hut 7000mm long x 6000mm wide x 2400mm high includes Defra approved log burner, kitchenette, fridge, sink 1 x shower & toilet block 3000mm long x 3000mm wide includes 2 x gas showers, 2 x toilets, 2 x sinks -fire circle octagon 8-sided radius 3000mm includes cast iron fire pit, commercial wood fired pizza oven, decking floor and seating decking pathways linking all units 1400mm wide x 35mm deep decking boards eco system sewage treatment plant - vortex eco system or similar sited behind the toilet and shower block, discharging into ditch immediately behind these are semi permanent units, no concrete foundations, galvanised steel screws made from 75% recycled steel screwed into the soil to offer the base for	Awaiting decision	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline / cumulative	13683.03	10816.63	26854.02	21546.45	13094.03	16043.5	16981.31	13152.23	45382.69	20895.9	9915.88	43736.71	36981.69	18895.45
632	DC/19/2461/FUL	Park Farm London Road Thorington Suffolk	Proposed extension to existing poultry farm (EIA development) comprising erection of 3 poultry barns, weighbridge and lodge and ancillary parts and associated landscaping	Awaiting decision	Tier 1	Yes. Scoped in for: Landscape & Visual and Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Landscape & Visual - Darsham, Yoxford roundabout, SLR, And Soils and Agriculture - particularly agricultural land and operations.	n/a	Yes	Yes	Cumulative	7754.03	1994.9	17984.45	12898.95	4257.76	8927.92	8773.63	4570.78	36577.27	13184.16	1087.03	35396.04	28239.69	10122.8
639	DC/19/02312	Land On The South Side Of Framlingham Road Laxfield Suffolk	Outline Planning Application (with all matters reserved except access) - Erection of 65 dwellings and associated operations, including; vehicular and pedestrian access, provision of school car park, open space, infrastructure and landscaping.	Awaiting decision	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes, Potential to affect Soils and Agriculture, particularly agricultural land and operations.	n/a	Yes	Yes	Future baseline / cumulative	17383.07	11580.03	14451.45	13793.23	11257.18	16614.78	12874.91	10785.42	31566.41	17766	12431.26	24545.98	19669.79	11965.96
641	EN010053	Hornsea Offshore Wind Farm - project Two. 89km east of East Riding of Yorkshire coast	Offshore Wind Generating Station with maximum output of 1,800MW	Approved	Tier 1	Yes. Scoped in for: Marine Ecology	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to affect Marine Ecology.	n/a	Yes	Yes	Cumulative	196343	191101.32	203482.24	201021.29	192931.19	198209.61	197805.78	193721.92	220306.23	202469.45	190346.2	206537.4	206948.48	198074.45

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
642	AU-PM575-004-00001 https://infrastructure.planninginspectorate.gov.uk/projects/yorkshire-and-the-humber/dogger-bank-creyke-beck/	Dogger Bank Creyke Beck	Dogger Bank Creyke Beck (previously known as Dogger Bank Offshore Wind Farm) is the first stage of Forewind's offshore wind energy development of the Dogger Bank Zone (Zone 3, Round 3). It will comprise two wind farms, each with an installed capacity of up to 1.2GW, which are expected to connect to the national grid in the East Riding of Yorkshire.	Approved	Tier 1	Yes. Scoped in for: Marine Ecology	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to affect Marine Ecology.	n/a	Yes	Yes	Cumulative	239658.68	236288.27	251330.82	247148.76	238463.95	242163.7	242989.87	238877.72	269851.66	247047.87	235395.33	260470.32	258110.74	244267.88
643	AU-PM763-016-00001 https://infrastructure.planninginspectorate.gov.uk/projects/yorkshire-and-the-humber/dogger-bank-teesside-a-sofia-offshore-wind-farm-formerly-dogger-bank-teesside-b-project-previously-known-as-dogger-bank-teesside-ab/	Dogger Bank - Teesside A Offshore Wind Farm. North Sea between 125 kilometres (km) and 290km off the UK North East coast	Dogger Bank Teesside A & B (previously part of Dogger Bank Teesside) is the second stage of Forewind's offshore wind energy development of the Dogger Bank Zone (Zone 3, Round 3). Dogger Bank Teesside A & B will comprise up to two wind farms, each with an installed capacity of up to 1.2GW, which are expected to connect to the national grid at the existing national grid substation at Lackenby, near Eston.	Awaiting decision	Tier 1	Yes. Scoped in for: Marine Ecology	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to affect Marine Ecology.	n/a	Yes	Yes	Cumulative	334319.36	330054.92	344043.71	340631.56	332098.07	336584.55	336918.55	332689.06	361927.65	341259.26	329201.6	350014.67	349194.47	337688.9
644	Ref:- HOW03_CON_20191212 https://infrastructure.planninginspectorate.gov.uk/projects/eastern/hornsea-project-three-offshore-wind-farm/?ipcsection=docs	Hornsea Project Three Offshore Wind Farm. Approximately 120km offshore, to the east of Trimingham	Development of the Hornsea Project Three offshore wind farm with an approximate capacity of up to 2,400MW off the coast of Norfolk. This is within the area known as Zone 4, under the Round 3 offshore wind licensing arrangements established by The Crown Estate	Approved	Tier 1	Yes. Scoped in for: Marine Ecology	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to affect Marine Ecology.	n/a	Yes	Yes	Cumulative	209077.5	206158.74	221512.86	217059.26	208371.72	211729.21	212606.11	208713.37	240161.65	216678.06	205256.21	231821.84	228879.17	214218.68
645a		Eastern Area Navigation Markers - Minsmere Outfall	To inspect all navigation markers that are the responsibility of the Environment Agency and undertake any repairs to these markers that are failing.	Completed	Tier 2	Yes. Scoped in for: Marine Navigation	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to affect Marine Conservation.	n/a	Yes	Yes	Cumulative	1237.84	8053.15	18014.52	11795.83	8089.01	3955.09	4227.69	3547.53	34743.07	8758.05	8228.21	38200.09	29741.48	10555.41
645b	MLA/2014/00144			Completed	Tier 3	Yes. Scoped in for: Marine Navigation	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to affect Marine Conservation.	n/a	Yes	Yes	Cumulative	4162.98	13109.64	14964.08	9540.46	12343.21	5761.59	4419.32	7034.53	28798.76	4578.93	14099.83	35827.46	26700.57	10555.04
646	MLP/2014/00006	Harwich/Felixstowe Outer Channel Dredge Disposal	Dredging disposal locations.	Completed	Tier 1	Yes. Scoped in for: Marine Navigation	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to affect Marine Conservation.	n/a	Yes	Yes	Cumulative	76353.78	82980.19	69531.29	72248.15	81831.48	76606.22	76380.6	78591.62	54363.5	72672.93	84610.93	71481.5	68556.83	76319.94
664	DC/19/4197/FUL	Pinetrees Purdis Farm Lane Purdis Farm Suffolk IP3 8UF	Demolition of existing bungalow, construction of 4 new dwellings and associated garages, parking, access and landscaping	Awaiting decision	Tier 1	Yes. Scoped in for: Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to affect Soils and Agriculture - agricultural land.	n/a	Yes	Yes	Future Baseline	31533.14	33633.95	17429.23	22446.9	32415.58	30375.37	27776.37	30351.59	3530.2	26872.59	35436.63	15334.12	11543.3	26728.37
672	DC/19/4510/OUT	Levington Lane Bucklesham Suffolk	The erection of up to 33 dwellings with associated landscaping, vehicular access and parking provision. All matters reserved aside from access	Awaiting decision	Tier 1	Yes. Scoped in for Groundwater and Surface Water, Landscape & Visual, Terrestrial Historic Environment, Materials & Waste and Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to affect Groundwater & Surface Water, Landscape & Visual, Terrestrial Historic Environment, Materials & Waste and Soils and Agriculture.	n/a	Yes	Yes	Future Baseline / Cumulative	29542.71	32494.48	16423.9	21118.96	31285.76	28540.93	26378.24	29229.27	782.05	24846.24	34307.16	18588.72	13206.64	25432.08
675	DC/19/4343/EIA	Felixstowe Road Stratton Hall Suffolk	EIA Screening Opinion - Proposed Haulage Yard	EIA not required	Teir 2	Yes. Scoped in for Groundwater & Surface Water and Soils & Agriculture.	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to affect Groundwater & Surface Water and Soils & Agriculture.	n/a	Yes	Yes	Cumulative	30587.71	34040.72	18180.53	22650.82	32841.41	29699.17	27818.51	30802.66	1691.42	25904.45	35850.05	20935.26	15694.32	26939.14
683	DC/19/4813/FUL	Pretty Road Theberton Suffolk	Conversion of an old council depot/ storage building into a one bedroomed holiday let/ living accommodation. With two extra holiday lodges and a new driveway access into the site from Pretty Road.	Awaiting decision	Tier 1	Yes. Scoped in for Geology and Ground Conditions, Groundwater and Surface Water, Landscape & Visual, Terrestrial Historic Environment.	Yes	Yes potential for construction and/or operation overlap	Yes. Potential to affect Geology & Ground Conditions, Groundwater & Surface Water, Landscape & Visual, Terrestrial Historic Environment.	n/a	Yes	Yes	Future Baseline	1918.28	4715.56	14076.63	7959.3	4149.42	2074.5	2804.64	161.98	31687.51	6569.27	5664.67	33843.76	25579.26	6200.64
UA-12	DC/20/0433/FUL	Timber Mill Barn Sizewell Hall Road Leiston Suffolk IP16 4TT	Conversion and alterations to redundant agricultural barn to provide 9 No. Units of holiday let accommodation	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Noise and Vibration, Air Quality	N/A	Yes	Yes	Future basline / Cumulative	226.16	9932.01	15958.71	9911.9	9405.84	2941.13	1618.84	3696.68	31611.49	5685.43	10609.07	36641.24	27823.41	9603.49
UA-16	DC/20/0643/FUL	22E Sole Bay Fish Company Blackshore Southwold Suffolk IP18 6ND	Installation of a Sewerage Pumping Station	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	9805.56	9814.58	25140.08	19255.18	11824.06	12512.17	13278.77	10741.52	43083.02	17555.54	9102	43652.12	36118.56	17004.67
UA-19	DC/20/0902/OUT	Suffolk Constabulary Force Headquarters Portal Avenue Martlesham Heath Martlesham Suffolk IP5 3QS	Outline Application (Some Matters Reserved) - Demolition and removal of all necessary existing buildings and structures to enable the residential development for up to 300no. new dwellings, with access from Portal Avenue, associated open space and landscaping, drainage and infrastructure.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Air Quality, Traffic and Transport, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	26662.32	28851.83	12644.91	17602.85	27634.58	25496.15	22928.71	25569.72	5058.69	22009.81	30659.5	15676.94	9050.7	21898.13
UA-23	DC/20/1034/FUL	Brook Hall Farm Edwards Lane Bramfield Suffolk IP19 9HN	The installation of a 1 No. 30m high telecommunications slimline lattice tower, with 2 No. multi-band antennas, 2 No. 0.6m DIA dishes, 3 No. equipment cabinets and ancillary development thereto. Installed within a 2.2m timber fence in a 9.15m x 7.7m compound.	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	11278.04	4598.47	19065.89	14822.14	6384.78	12161.27	11344.65	7196.74	37783.83	15947.3	4189.22	34739.52	28305.04	11892.61
UA-27	DC/20/1144/FUL	Land Rear Of Wingfield House Market Place Saxmundham Suffolk	Construction of two dwellings	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Noise and Vibration	N/A	Yes	Yes	Future basline / Cumulative	5894.4	6812.18	8646.41	2826.19	5630.32	4421.12	451.26	3845.31	26700.97	4740.19	8580.18	28507.78	20120.85	989.14
UA-43	DC/20/1860/OUT	Land Off Howlett Way Trimley St Martin Suffolk	Outline Application (With some matters reserved) - Phased construction of up to 340 dwellings with open space, a new Early Years Facility, new roundabout access from Howlett Way, a foul water pumping station and associated landscaping.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture, Traffic and Transport	N/A	Yes	Yes	Future basline / Cumulative	30644.92	34779.12	19409.02	23372.56	33594.93	29918.49	28451.87	31604.54	4805.3	26029.33	36570.81	24014.72	18365.43	27678.08
UA-51	DC/20/2546/EIA	Rose Farm Rose Farm Lane Framlingham Woodbridge Suffolk IP13 9PT	EIA Screening Opinion - To provide winter water storage for crop irrigation	EIA Not Required	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	18072.81	14713.57	9120.4	10380.97	13738.32	16693.83	12436.01	12240.98	24519.31	16149.72	16100.4	18311.23	12490.07	11110.04
UA-54	DC/20/2805/FUL	123 Bucklesham Road Purdis Farm Suffolk IP3 8UA	Erection of 2 detached dwellings with garages following demolition of existing bungalow.	Refused (Appeal lodged)	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	31565.69	33679.26	17473.75	22488.33	32460.91	30410.37	27817.64	30396.84	3486.3	26904	35482.2	15392.74	11608.55	26770.9
UA-57	DC/20/2842/OUT	Wood Farm Helmingham Road Otley Suffolk IP6 9NS	Outline Application (All Matters Reserved) - Development of up to five dwellings	Refused (Appeal lodged)	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	25554.54	24586.91	11067.61	15580.65	23438.82	24003.4	20183.48	21545.06	15586.94	21723.75	26228.05	8863.46	1789.32	18934.44
UA-58	DC/20/2913/FUL	Home Farm Hollesley Road Capel St Andrew Suffolk	Conversion of 7 traditional barns into dwellings	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	16534.96	21945.34	10601.01	11332.09	20783.11	16077.65	15648.96	18277.08	15225.5	12142.17	23626.21	27213.44	18116.03	15253.33
UA-59	DC/20/3053/FUL	Tyneholme Butts Road Westhall Halesworth Suffolk IP19 8QT	Erection of two additional agricultural grain drying and storage silos	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	17366.77	11446.8	25579.83	21708.6	13298.96	18747.66	18267.85	14044.89	44214.99	22815.33	10742.47	39248.04	33821	18764.55
UA-61	DC/20/3142/FUL	High Lodge Leisure Darsham Road Hinton Blythburgh Saxmundham Suffolk IP17 3QT	Redevelopment of golf course and vacant paddock land for the siting of 170 holiday lodges, 3 tree houses, new Facilities Building, Maintenance and Housekeeping Building, car parking and associated highway works.	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	7034.18	1471.21	17505.59	12296.57	3741.79	8176.83	8079.66	3917.57	36046.31	12463.24	622.24	35210.54	27921.77	9564.44

Other Development Details						Stage 1		Stage 2					Stage 3	Distance to final red lines (18/02/2020)											
ID	Application reference	Site Address	Brief description	Status	Tier	Within ZOI?	Progress to stage 2?	Overlap in temporal scope?	Scale and Nature of Development likely to have a significant effect?	Other factors	Short listed	Progress to stage 3/4?	Categorisation	Distance to MDS (m)	Distance to Darsham P&R (m)	Distance to Wickham P&R (m)	Distance to Two Village Bypass (m)	Distance to Yoxford Roundabout (m)	Distance to Green Rail (m)	Distance to Branch Line (m)	Distance to Sizewell Link Road (m)	Distance to Freight Management (Seven Hills)	Distance to A1094 / B1069 Improvement (m)	Distance to A12 / A144 Improvement (m)	Distance to A140 / B1078 Improvement (m)	Distance to B1078 / B1079 Improvement (m)	Distance to A12 / B1119 Improvement (m)
UA-63	DC/20/3264/FUL	Land Between High Street And Chapel Lane Pettistree Suffolk	A phased development comprising Hybrid Planning Application: (i) Full Planning Application - Residential development of 129 dwellings (including affordable housing) together with public open space, roads, accesses, parking, garages, drainage and associated infrastructure; (ii) Outline Planning Application - 7 No. serviced Self Build Plots with associated access and infrastructure.	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Landscape and Visual, Soils & Agriculture, Traffic and Transport, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	16308.88	17680.29	1471.39	6565.58	16462.6	14909.4	11875.37	14397.74	15743.18	11955.36	19486.87	19070.19	9831.13	10786.89
UA-64	DC/20/3326/OUT	Land At Victoria Mill Road Framlingham Suffolk	Outline application with all Matters Reserved apart from access. A phased development, including the erection of up to 49 Custom/Self-Build homes (plots), with the development to include 16 affordable homes, public open space that will include equipped play and multi-use games area, landscaping, and other associated infrastructure	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	16257.66	14031.68	6158.78	7694.08	12926.85	14786.52	10578.88	11155	22430.92	13737.03	15616.4	18685.33	11548.6	9236.51
UA-67	DC/20/3362/FUL	Land West Of Chapel Road Grundisburgh Suffolk	Full Planning Application for the erection of 70 dwellings, including affordable dwellings, together with public open space, roads, accesses, parking, garages, drainage and associated infrastructure	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	25546.56	26477.21	10615.14	15775.18	25264.98	24167.15	21018.44	23223.92	9463.3	21098.81	28249.04	12218.04	4458.6	19871.45
UA-74	DC/20/3818/OUT	Land To The North Of Wood Farm Helmingham Road Otley Suffolk IP6 9NS	Outline Application (With Some Matters Reserved) for the phased development of 12 self-build and custom housebuilding serviced plots, including 6 Starter Homes and 3 discount market sale affordable housing plots	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	25558.3	24591.08	11070.73	15584.26	23442.97	24007.15	20187.39	21549.18	15584.76	21727.19	26232.24	8860.16	1787.18	18938.39
UA-75	DC/20/3890/OUT	Land At Redwald Road Rendlesham Suffolk IP12 2TZ	Outline Application (With Some Matters Reserved) - Residential development for up to 75 dwellings, with associated open space, including community orchards and allotments, along with play space and integrated public rights of way	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	13708.01	17073.16	4311.23	5694.62	15891.49	12636.7	10740.81	13929.93	16654.37	9035.57	18860.68	23312.27	13997.38	9987.83
UA-81	DC/20/4583/FUL	Land To West Of 18 Halesworth Road Reydon IP18 6NH	Construction of 3no. detached houses and associated carsheds	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	11650.14	10769.11	26486.61	20743.25	12917.21	14289.02	15113.27	12297.98	44632.21	19313.14	9967.29	44528.05	37235.22	18359.76
UA-85	DC/20/4709/OUT	Cherry Lee Darsham Road Westleton Suffolk IP17 3AL	Outline Application (Some Matters Reserved) - Demolition of a dwelling and an outline application for up to 15 homes with full details submitted of the vehicular access.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	3953.21	3123.67	16880.26	11063.75	3988.75	5490.28	6263.4	2764.21	34960.85	10175.41	3167.9	35787.87	27966.37	8745.27
UA-88	DC/20/4781/OUT	The Spinney Farnham Road Snape Suffolk IP17 1QW	Outline Application (with all matters except access reserved) for between 2 and 3 new dwelling houses	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	6573.54	10376.03	7438.11	1664.17	9216.44	5323.36	4153.26	7243.09	23995.34	2379.2	12063.88	28223.04	19299.09	4097.97
UA-89	DC/20/4846/EIA	B-17 Solar Farm Parham Airfield Parham Suffolk	EIA Screening Opinion - Proposed Solar Energy Scheme	EIA required	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Traffic and Transport	N/A	Yes	Yes	Cumulative	12201.02	11754.29	3287.01	3003.27	10542.04	10663.9	6734.04	8505.45	21951.14	9123.17	13530.25	22108.74	13781.08	5493.56
UA-100	DC/20/5224/FUL	Land Rear Of 34 48 Old Station Road Halesworth Suffolk IP19 8JJ	Full planning application for 21 residential units (Use Class C3), associated car parking, public open space, landscaping and ancillary works.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	14392.68	7792.31	21515.94	17729.2	9515.03	15364.82	14371.07	10380.9	40162.78	19102.44	7363.65	35775.37	29977.31	14775.83
UA-102	DC/20/5278/FUL	Land To The North And West Of Garden Square And Gardenia Close Rendlesham Suffolk	A phased development of 75 dwellings, car parking, public open space, hard and soft landscaping, and associated infrastructure and access.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	14266.37	17301.86	3699.36	5889.88	16112.85	13133.48	11019.16	14116	16220.49	9622.59	19100.79	22514.56	13200.29	10194.08
UA-110	DC/21/0757/FUL	Land North Of The Street The Street Kettleburgh Woodbridge Suffolk IP13 7JP	Construction of 17no. new dwellings including 5no. affordable homes, with new shared vehicular access, driveways, cartlodges and garages	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	18238.11	16837.44	5669.91	8719.05	15689.57	16707.94	12679.87	13808.23	19576.26	15007.34	18486.07	16146.36	8491.35	11380.47
UA-113	DC/21/0980/FUL	Peakhill Farm Honeypot Lane Kelsale Cum Carlton Suffolk IP16 4TG	'small touring campsite for up to 10 touring caravans or campervans'	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Noise and Vibration, Soils & Agriculture	N/A	Yes	Yes	Future basline / Cumulative	3431.06	4618.66	12034.44	6022.43	3624.55	2647.34	1263.83	1564.54	29895.02	5696.37	6102.32	31720.54	23467.19	4076.85
UA-116	DC/21/1848/FUL	Land Adjacent To 295 High Road Trimley St Martin Suffolk IP11 0RJ	Demolition of existing bungalow and erection of 5no. new dwellings comprising 3no. detached bungalows and 2no. semi-detached houses all with associated parking.	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	9598.95	3070.97	18193.13	13594.09	4974.48	10515.77	9902.55	5665.08	36896.75	14435.43	2511.79	34691.75	27906.99	10700.24
UA-121	DC/21/2387/EIA	Land West Of Sandpit House And Sewage Pumping Station Loudham Hall Road Pettistree Suffolk	EIA Screening Opinion - Proposed development of a 21 MWp Solar PV Development	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	15945.84	17665.77	1639.92	6401.75	16451.26	14595.8	11731.72	14388.42	15648.78	11513.83	19476.95	19714.67	10441.65	10686.47
UA-124	DC/21/2575/EIA	Land At Corporation Farm Drunkards Lane Falkenham Ipswich Kirton IP10 0PT	EIA Screening Opinion- Proposed reservoir	Awaiting decision	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	28385.49	32477.42	17171.66	21071.94	31293.71	27638.03	26149.28	29305.32	4634.43	23757.31	34268.66	23205.46	16859.78	25377.35
UA-131	20/00781/FUL	Areas U V And W Ravenswood Nacton Road Ipswich Suffolk	Erection of 96 dwellings (house and flats) including roads, footpaths, drainage and landscaping.	Permitted	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture, Terrestrial Ecology and Ornithology	N/A	Yes	Yes	Future basline / Cumulative	33357.15	35380.87	19188.09	24230.83	34162.39	32192.89	29560.8	32099.71	4542.24	28698.54	37180.42	15382.8	12670.94	28502.91
UA-140	SCC/0110/20MS	Land At Masons Landfill Site Bramford Road Great Blakenham IP6 0JX	Use of land for non-hazardous and hazardous waste processing and transfer, with repair and fabrication workshop, retospective erection of biomass boiler building and associated site works	Application Approved	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Air Quality	N/A	Yes	Yes	Future basline / Cumulative	35496.31	34916.71	20511.72	25448.1	33764	33963.58	30326.07	31853.81	15075.06	31312.83	36561.08	4719.85	9408.09	29097.86
UA-142	SCC/0004/21MS	Barham Quarry Sandy Lane Barham Ipswich Suffolk IP6 0EB	Propose to allow for two minor extensions to Barham Quarry for the extraction of sand and gravel, the continuation of sand and gravel extraction and subsequent restoration using inert materials with associated access. And to allow rephasing of mineral extraction and restoration.	Awaiting decision	Teir 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	33177.84	32476.15	18247.99	23120.91	31326.43	31626.84	27942.91	29423.6	14737.11	29055.9	34115.93	3958.18	7045.8	26710.69
UA-154	SCC/0071/20SC	Foxhall Household Waste Recycling Centre Foxhall Road Foxhall IP10 0BG	The proposed development will be a waste management facility comprising of the following:- . Highways improvements along Foxhall Road including road widening and improved site access. . Relocation of the Recycling Shop and facilities to enlarge the overall site. . Alterations to the existing layout including introducing a split-level skip loading dock. . Alterations to the existing layout to improve traffic flows, segregation of HGVs and stacking within the site. . Largely relocating existing equipment. . Improving welfare facilities for staff. . Associated mechanical and electrical works	Application Approved	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Traffic and Transport	N/A	Yes	Yes	Cumulative	28234.03	30768.37	14596.49	19448.23	29553.79	27141.73	24754.34	27490.65	2888.95	23551.17	32579.53	16822.2	10982.5	23759.58
UA-161	SCC/0048/20MS/SCREEN	Barham Quarry Sandy Lane Barham Ipswich Suffolk	Screening and scoping request for Barham Quarry	Informative	Tier 1	Yes	Yes	Yes	Yes. Potential to give rise to cumulative effects in the following assessments: Soils & Agriculture	N/A	Yes	Yes	Cumulative	33177.84	32476.15	18247.99	23120.91	31326.43	31626.84	27942.91	29423.6	14737.11	29055.9	34115.93	3958.18	7045.8	26710.69



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DRAWING TITLE:
LONG LIST OF NEW SCHEMES

NOT PROTECTIVELY MARKED

DRAWING NO:
FIGURE 2

DATE:	DRAWN:	SCALE :
SEPT 2021	J.W.	1:130,000 @A0

DOCUMENT:
SIZEWELL C PROJECT
FOURTH ENVIRONMENTAL STATEMENT ADDENDUM
CHAPTER 2
CUMULATIVE DEVELOPMENTS

SCALE BAR
0 2 4 6 8 10 KM

SOUTH NORFOLK DISTRICT

MID SUFFOLK DISTRICT

BABERGH DISTRICT

IPSWICH BOROUGH

WAVENEY DISTRICT

EAST SUFFOLK DISTRICT

SUFFOLK COASTAL DISTRICT

UA-59

UA-100

UA-23

UA-116

UA-61

UA-85

UA-81

UA-16

UA-12

UA-113

UA-27

UA-58

UA-51

UA-64

UA-89

UA-110

UA-88

UA-63

UA-121

UA-102

UA-75

UA-74

UA-57

UA-67

UA-19

UA-154

UA-54

UA-131

UA-124

UA-43

NORTHERN PARK AND RIDE

YOXFORD ROUNDABOUT

SIZEWELL LINK ROAD

MAIN DEVELOPMENT SITE

SAXMUNDHAM TO LEISTON BRANCH LINE UPGRADES

GREEN RAIL ROUTE

TWO VILLAGE BYPASS

SOUTHERN PARK AND RIDE

FREIGHT MANAGEMENT FACILITY

SOUTHWOLD

ALDEBURGH

ORFORD NESS

HALESWORTH

SAXMUNDHAM

LEISTON

FRAMLINGHAM

WOODBRIDGE

FELIXSTOWE

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KEY

- SIZEWELL C AND ASSOCIATED DEVELOPMENT SITE BOUNDARIES
- SHORT LIST APPLICATIONS
- CUMULATIVE
- FUTURE BASELINE / CUMULATIVE
- 20KM BUFFER OF ES MAIN DEVELOPMENT SITE
- 5KM BUFFER FOR INTEGRATED ROAD AND RAIL
- 1KM BUFFER OF ES BRANCH LINE
- DISTRICT BOUNDARY

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DRAWING TITLE:
SHORT LIST OF NEW SCHEMES

NOT PROTECTIVELY MARKED

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SEPT 2021	J.W.	1:55,000 @A0

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SCALE BAR
0 1 2 3 4 5 KM