The Great Grid Upgrade

Sea Link

Sea Link

Volume 6: Environmental Information

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Appendix 2.7.J Traffic and Transport Assessments

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Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 Regulation 5(2)(a)



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Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Preliminary Magnitude	Preliminary Effect	Significant	Additional Mitigation/ Considerations	Residual Magnitude	Residual Effect	Significant
S-RL1	Road Link	A12 (south of A1094)	The link is a main 'A' Road and forms part of the SCC Strategic Lorry Route. The A12 through Farnham and Stratford St Andrew is fronted by residential properties with little separation from the road. South of Farnham there is sporadic frontage development.	Low	When not fewer than 30 hourly movements, <90% total traffic increase AND <90% HGV increase (all time periods), except Saturday lunchtime (magnitude reduced to consider low baseline flow and/or higher peak baseline flows without development at another time)	Medium	Minor	NO	-	Medium	Minor	NO
S-RL2	Road Link	A12 (between A1094 & B1121 Main Rd south junction)	The link is a main 'A' Road and forms part of the SCC Strategic Lorry Route. There is sporadic frontage development along this section.	Negligible	When not fewer than 30 hourly movements, <60% total traffic increase AND <40% HGV increase (all time periods)	Small	Negligible	NO	-	Small	Negligible	NO
S-RL3	Road Link	A12 (between B1121 Main Road junctions)	The link is a main 'A' Road and forms part of the SCC Strategic Lorry Route. There is sporadic frontage development along this section.	Negligible	When not fewer than 30 hourly movements, <60% total traffic increase AND <40% HGV increase (all time periods)	Small	Negligible	NO	÷	Small	Negligible	NO
S-RL4	Road Link	A12 (north of B1121 Main Road northern junction)	The link is a main 'A' Road and forms part of the SCC Strategic Lorry Route. North of the B1122 there is sporadic frontage development. Through You'rd the A12 is fronted by residential properties and a public house. South of You'rd there is sporadic frontage development.	Low	When not fewer than 30 hourly movements, <60% total traffic increase AND <40% HGV increase (all time periods)	Small	Negligible	NO	÷	Small	Negligible	NO
S-RL5	Road Link	B1121 Main Road (east of A12)	The link is largely in a rural setting, with a footway running along one side.	Low	When not fewer than 30 hourly movements, < 90% total traffic increase AND < 90% HOV increase (all time periods), except 12hr/24hr weekday (magnitude reduced to consider low baseline flow and/or development flows falling below 50% of development flows elsewhere on the network)	Medium	Minor	NO	-	Medium	Minor	NO
S-RL6	Road Link	B1121 Main Road (south of B1119 Church Street)	The link enters Saxmundham from the south where there are footways on both sides and residential/employment uses.	Medium	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO		Negligible	Negligible	NO
S-RL7	Road Link	B1119 Church Street (east of B1121 Main Road)	The link is largely in a rural setting, entering Saxmundham from the east where there are footways on both sides and residential/employment/retail uses and a place of worship.	Medium	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL8	Road Link	B1121 Aldeburgh Road (between A1094 and B1121 Saxmundham Road)	The link forms part of the SCC Zone local access routes for HGVs. South of Sternfield to Friston there is sporadic frontage development.	Medium	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL9	Road Link	B1121 Saxmundham Road (north of Grove Road)	The link forms part of the SCC Zone local access routes for HGVs. Through the village of Friston there are residential properties, a public house and play area that front directly on to the road.	High	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL10	Road Link	A1094 (between A12 and B1069 Snape Road)	The link forms part of the SOC Zone distributor routes for HGVs. South of A12 there is sporadic frontage development. Through the Village of Snape there are residential properties and church along the road. South of Snape there is sporadic frontage development. Regional Cycle Route 42 runs along the A1040 between Pricy Road and Mill Road.	Medium	When not fewer than 30 hourly movements, -40% total traffic increase AND -40% HGV increase (all time periods), except Saturday funchtime/24hr weekday (magnitude reduced to consider low baseline flow, higher peak baseline flows without development at another time and/or development flows falling below 50% of development flows deswhere on the network, floweer, for a fleat 59 months of the circa 65-month construction programme, a Small magnitude of impact would be expected (Minor effect therefore assigned).	Medium	Minor	NO	-	Medium	Minor	NO
S-RL11	Road Link	A1094 Aldeburgh Road (between B1069 Snape Road and B1122 Leiston Road)	The link forms part of the SCC local access routes for HGVs. From the junction with the B1121 / B1069 there is sporadic frontage development. Upon entering Aldeburgh there are a number of residential properties and shops that front the road.	Medium	When not fewer than 30 hourly movements, <60% total traffic increase AND <40% HGV increase (all time periods), except 12hr/24hr weekday (magnitude reduced to consider low baseline flow and/or development flows falling below 50% of development flows elsewhere on the network).	Small	Minor	NO	-	Small	Minor	NO
S-RL12	Road Link	B1069 Snape Road (between A1094 Aldeburgh Road and Aldringham Lane)	The link forms part of the SCC Zone distributor routes for HGVs. North of the A1094 there is sporadic frontage development.	Low	When not fewer than 30 hourly movements, <90% total traffic increase AND <90% HGV increase (all time periods), except Saturday lunchtime/12hr/24hr weekday (magnitude reduced to consider low baseline flow, higher peak baseline flows without development at another time and/or development flows dialing below 50% of development flows, selswhere on the network)	Medium	Minor	NO	-	Medium	Minor	NO
S-RL13	Road Link	B1122 Leiston Road (between A1094 Aldeburgh Road and Aldringham Lane)	Through the built-up area of Aldeburgh there are residential properties and a public house that front directly on to the road. Between Aldeburgh and the B1353 there are a number of residential properties.	High	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ1	Road Junction	A12/A1094 Junction	Three-arm priority junction with single lane dualling, no pedestrian facilities or sensitive receptors.	Negligible	When not fewer than 30 hourly movements, <p0% (all="" (magnitude="" <p0%="" and="" another="" at="" baseline="" consider="" development="" except="" flow="" flows="" hcv="" higher="" increase="" low="" lunchtime="" or="" p="" peak="" periods),="" reduced="" saturday="" time="" time)<="" to="" total="" traffic="" without=""></p0%>	Medium	Negligible	NO	-	Medium	Negligible	NO
S-RJ2	Road Junction	A12/B1121 (South) Junction	Three-arm priority junction with single lane dualling, limited pedestrian facilities, cycle route, no sensitive receptors.	Low	When not fewer than 30 hourly movements, <60% total traffic increase AND <40% HGV increase (all time periods), except Saturday lunchtime (magnitude reduced to consider low baseline flow and/or higher peak baseline flows without development at another time)	Small	Negligible	NO	-	Small	Negligible	NO
S-RJ3	Road Junction	A12/B1119 Junction	Three-arm priority junction with single lane dualling, no pedestrian facilities or sensitive receptors.	Negligible	When not fewer than 30 hourly movements, <60% total traffic increase AND <40% HGV increase (all time periods)	Small	Negligible	NO	•	Small	Negligible	NO
S-RJ4	Road Junction	A12/B1121 (North) Junction	Three-arm priority junction with a ghost island right turn, no pedestrian facilities or sensitive receptors.	Negligible	When not fewer than 30 hourly movements, <60% total traffic increase AND <40% HGV increase (all time periods)	Small	Negligible	NO		Small	Negligible	NO
S-RJ5	Road Junction	A12/B1122 Junction	Three-arm priority junction with a ghost island right turn, limited pedestrian facilities, near some residential dwellings.	Low	When not fewer than 30 hourly movements, <60% total traffic increase AND <40% HGV increase (all time periods)	Small	Negligible	NO		Small	Negligible	NO
S-RJ6	Road Junction	B1121 Main Road/B1121 Church Hill Junction	Three-arm priority junction, surrounding footways and a bus stop, near some residential/employment uses.	Medium	When not fewer than 30 boardy movements, effort fall free free free free free free free fr	Medium	Minor	NO	-	Medium	Minor	NO
S-RJ7	Road Junction	B1121 Main Road/B1119 Church Hill Signalised Junction	Four-arm signalised junction in the centre of Saxmundham with high street/employment uses, footways, pedestrian crossings etc.	High	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO		Negligible	Negligible	NO
S-RJ8	Road Junction	B1121 Saxmundham Road/Grove Road/Mill Road Junction	Four-arm crossroads junction in Friston, near residential dwellings, a public house and a playground, with footways and nearby bus stops.	High	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ9	Road Junction	A1094 Aldeburgh Road/B1121 Aldeburgh Road Junction	Three-arm priority junction, no pedestrian facilities or sensitive receptors.	Negligible	When not fewer than 30 hourly movements, <60% total traffic increase AND <40% HGV increase (all time periods), except Saturday Junchtime (magnitude reduced to consider low baseline flow and/or higher peak baseline flows without development at another time)	Small	Negligible	NO	-	Small	Negligible	NO
S-RJ10	Road Junction	A1094 Aldeburgh Road/B1069 Snape Road Junction	Three-arm priority junction, no pedestrian facilities or sensitive receptors.	Negligible	When not fewer than 30 hourly movements, <60% total traffic increase ANID <40% HGV increase (all time periods), except Saturday lunchtime (magnitude reduced to consider low baseline flow and/or higher peak baseline flows without development at another time)	Small	Negligible	NO	-	Small	Negligible	NO
S-RJ11	Road Junction	A1094/B1122 Leiston Road/Church Farm Road Roundabout	Four-arm roundabout in Aldeburgh, surrounded by footways with some crossings, near residential dwellings, retail uses and a public house.	High	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ12	Road Junction	B1122 Aldeburgh Road/B1353 Aldringham Lane Junction	Four-arm priority junction on the edge of Aldringham with surrounding footways, bus stops and a public house, near some residential dwellings.	Medium	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ13	Road Junction	B1069 Leiston Road/B1353 Aldringham Lane Junction	Three-arm priority junction on the edge of Coldfair Green with surrounding footways and a few residential dwellings.	Low	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	•	Negligible	Negligible	NO
S-RJ14	Road Junction	A1094/Sternfield Road/Church Road Junction	Four-arm priority junction in a rural area, with limited pedestrian facilities and a nearby church.	Low	When not fewer than 30 hourly movements, <60% total traffic increase AND <40% HGV increase (all time periods), except Saturday lunchtime (magnitude reduced to consider low baseline flow and/or higher peak baseline flows without development at another time)	Small	Negligible	NO	-	Small	Negligible	NO
S-P1	PRoW	E-103/006/0	Public footpath which runs to the west of Thorpe Road, through agricultural fields (non-trafficked) within the Order limits	Negligible	Provisions: The trenchless HVDC crossing includes four drills that will be at depth below ground level. This alignment crosses the PRoW and access along the HVDC alignment is required by foot/quad blike for monitoring purposes during construction and operation.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-P2	PRoW	E-103/016/0	Public footpath which runs southeast to northwest through a golf course and agricultural fleids, lurgely non-trafficked, although shares a short section of access track	Low	Short Term Temporary Divensions: The HVDC cable roads will cross the PR6W. Whist the HVDC cable is being installed, a maximum of 2x temporary divensions (see Ixen A00m additional dixtance) will be required for a duration of four weeks each (this hus) be the same devisorant addifferent times within the programme). Once the cable is baried, the divension will be removed and the existing PR6W roate will include site ferring to allow PR6W users to self-yer cores the construction swathe. Nature and Crossing. The temporary hauf road is will cross the PR6W (both the existing alignment and when this is temporarily diverted as above). Catles, will be installed as each side of the temporary hauf road (br. crossing point of the R8W visit as any above in the PR6W. When construction vehicles require crossing, these gates will close off the PR6W triefly then recoper once the crossing is complete (either by a banksman or by the difference of the construction vehicle).	Small	Negligible	NO		Small	Negligible	NO

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				Long Term Temporary Disension: The HMDC calter route will cross the PROW. To create a safe crossing point at the land boundary perimeter, a temporary diversion will be installed (less than 400m additional distance) for the full construction phase of the Proposed Project. The diverted route will include site fencing to cross the construction swaths.							
S-P3	PRoW	E-260/013/A	Public footpath which runs southeast to northwest through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Hauf Road Crossing. The temporary hauf road will cross the diverted PROW (see above). Cates will be installed at each side of the temporary hauf road (it a crossing point), where priority is given to the diverted PROW. When construction whiches require crossing, the agests well close off the PROW briefly to their response one the crossing is complete (either by a banksman or by the driver of the construction vehicles).	Medium	Minor	NO		Medium	Minor	NO
				Long Term Temporary Diversion. An additional temporary diversion (less than 400m additional distance) will be installed (at a different location to the above, further to the west) for the full construction phase of the Proposed Project to bysess the HVDC cable route and temporary hauf road at this western location, and no terminal not retain a comercious with PROVE 24000 with P							
				Short Term Temporary Diversions: Whilst the HVDC cable is being installed, a maximum of 2x temporary diversions (less than 400m additional distance) will be required for a duration of four weeks each (this will be the same oldersion at different times within the programme). Once the cable is buried, the diversion will be removed and the existing Polivi Yout will included site fending to allow PROW uses to safely cross the construction swarbs.							
S-P4	PRoW	E-260/012/A	Bridleway which runs north-south through agricultural fields, partly non- trafficked and partly along agricultural access tracks	Haul Road Crossing: The temporary haul road will cross the PRoW (both the existing alignment and when this is temporarily diverted as above). Gates will be installed at each side of the temporary haul road (1x crossing point of this PRoW at any given time), where priority is given to the PRoW. When construction vehicles require crossing, these gates will close of the PRoW briefly then expens more the crossing is complete (either by a banksman or by the driver of the construction vehicle).	Small	Negligible	NO	+	Small	Negligible	NO
				Long Term Temporary Diversion: The HVDC Cable route and Joint Bay interact with the PRoW. A temporary diversion (less than 400m additional distance) will be established prior to commencement of works due to high level of construction activity in this area. Once the Joint Bay has been installed and the cable is buried, the diversion will be removed and the eaching PoliVar oute will include site fending to allow PRoW users to safely cross the construction swathe.							
S-P5	PRoW	E-354/002/0	Bridleway which runs east-west along a rural (lightly trafficked) access track serving agricultural uses	Haul Road Crossing: The temporary haul road will cross the PRoW (both the existing alignment and when this is temporarily diverted as above). Gates will be installed at each side of the temporary haul road (1 k crossing point of this PRoW at any given time), where priority is given to the PRoW. When construction vehicles require crossing, these gates will close of the PRoW briefly then expens more the crossing is complete (either by a banksman or by the driver of the construction vehicle).	Medium	Minor	NO	-	Medium	Minor	NO
				The temporary PROW diversion (PROW E-354/002/0) will separate PROW users from the proposed construction works and construction traffic (except for at a single managed haul road crossing point). A medium magnitude of impact has been assigned given that the temporary diversion will be in place throughout the construction phase. Note therefore, the develotment will run parallel with the section to be temporary (boxed (see than 50m increase in journey length expected) and the measures set out within the Outline PROWMP are designed to reduce the impact of this diversion on PROW users.							
S-P6	PRoW	E-354/001/0	Bridleway which runs north-south through agricultural fields, partly non- trafficked and partly along agricultural access tracks	This is required whilst the attenuation pipe is installed and removed as well as proposed utility diversion works. Site fencing will be installed along the existing PRoW route for the full construction phase of the Proposed Project.	Small	Negligible	NO	-	Small	Negligible	NO
S-P7	PRoW	E-354/018/0	Public footpath which runs north-south through agricultural fields (non-trafficked) Negligible	Stort Imm Temporary Disensitives therefare between temporary at treasland ping and the PROVA A maskinum of 22 emporary disensions, (less than 400m additional device) will be reprired wherefare between temporary at treasland ping and the PROVA A maskinum of 22 emporary disensions (less than 400m additional device) will be represented by the same diversion at different times within the programme). Site fencing will be installed along the existing PROV route for the full construction phase of the Proposod Project. Proposod Project.	Small	Negligible	NO	-	Small	Negligible	NO
S-P8	PRoW	E-354/007/A	Public footpath which runs northeast-southwest through agricultural fields Neoliolible	Short Term Temporary Diversions: The PROW crosses the location of an existing pylon that will require modification works during construction, as well as the HMDC Cable route. A maximum of 2x temporary diversions (less than 400m additional distance) will be required with a duration of four weeks each (this will be the same diversion at different times within the programme). Once the cable is burled, the diversion will be removed and the existing PROW route will include site ferroing to allow PROW cores to safely cross the construction swatchs.	Small		NO		Small		NO
5-70	PROW	E-334/UU//A	(non-trafficked) recylingue	Haul Road Crossing: The temporary haul road will cross the PROW (both the existing alignment and when this is temporarily diverted as above). Site ferning will be installed along the existing PROW with gates each side of the temporary hauf road (it crossing point of this PROW at any given time), where priority is given to the PROW When construction wholes require crossing, these gates will cost of the PROW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).	Stidii	Negligible	NO		Small	Negligible	NO
				Permanent Diversion: This PRoW rurs north to south through the location of the proposed Friston Substation, Overhead Line connections and HVDC cable route. The route confluens south towards friston. This route will be permanently diverted (more than 400m additional distance) in alignment with southern better proposed friston. The diverted route brings the football to the east before consign be HVDC cable souther where during construction site fencing and gates will be installed. The diversion route then continues south through existing woodland and runs parallel with Grove Road before connecting into PRoW E-35-4007/h, which then leads but PPOW E-35-4000/h. Mitigation and landscaping at Friston has been considered with this proposed route.							
S-P9	PRoW	E-354/006/0	Public footpath which runs north-south along an agricultural access track (lightly trafficked)	Haul Road Crossing: The temporary haul road will cross the diverted PROW. Site fencing to allow PROW users to safely cross the construction swathe will be installed. Gates will be installed at each side of the temporary haul road (1x crossing point), where priority is given to the diverted PROW. When construction vehicles require crossing, these gates will close off the PROW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).	Large	Minor	NO	-	Large	Minor	NO
				The permanent diversion of PROW E-354/006/0 is required to avoid Friston Substation, Overhead Line connections and the HVDC cable route. A large impatule of impact has been assigned given that a permanent diversion will be in place with an additional journey length of more than 400 miles of the place with an additional journey length of more than 400 miles of the place with an additional journey length of more than 400 miles of the place with an additional journey length of more than 400 miles of the place with an additional journey length of more than 400 miles of the place with a second place of the place with a place w							
				Long Term Temporary Diversion: This PRoW Intersects the combined HVDCHAVAC swathe as well as temporary drainage. It is proposed to temporarily divert the PRoW Quest than 400m additional distance) to minimise impacts and retain connections with PRoWE 535 V000/10 to the east and PRoWE 5							
S-P10	PD 144	50000070	Public footpath which broadly runs north-south through agricultural fields.	Haul Road Crossing. The temporary haul road will cross the diverted PRoW. Site fencing to allow PRoW users to safely cross the construction swathe will be installed. Gates will be installed. Safes will be installed. As the service of the temporary haul road (1x crossing point), where priority is given to the diverted PRoW. When construction vehicles require crossing, these gates will close of the PROW briefly then expens more the crossing is complete (either by a banksman or by the driver of the construction vehicle).							
2-110	PRoW	E-260/017/0	largely non-trafficked	Short Term Temporary Diversions: The PROW Intersects the Friston permanent access road and permanent outfall jobe. A maximum of 2x temporary diversions (less than 400m additional distance) with temporary diversions (less than 400m additional distance) with temporary continued to accummodate the contraction of the access road and works in this area, with a duration of four weeks each (this will be the same diversion at different times within the programme.	Medium	Minor	NO	-	Medium	Minor	NO
				Haul Road Crossing. As part of the above the diverted PRoW will cross the hauf road. When used during construction, site frencing will be installed along the diverted route with gates each side of the temperary hauf road (to crossing point), where priority is given to the PRoW. When construction whicles require crossing, these gates will close off the PRoW briefly then recept none the crossing is complete (either by a banksman or by the driver of the construction vehicle).							
			Public footpath which runs southwest-northeast through agricultural fields	Short Term Temporary Diversions: The PROW Intersects the HVDCHVAC cable swathe alongside a HVAC Joint Bay. Whilst both cables and joint bays are being installed, a maximum of 2x temporary diversions fless than 400m additional distance) will be required with a dusation of four weeks each (this will be the same diversion at different times within the programme). Once both cables and joint bay are installed, the diversion will be removed. Following the removed of the above diversion, the existing PROW will include site fencing to allow PROW users to safely cross the construction swaths.							
S-P11	PRoW	E-260/015/0	Public roughani winci irus Sotumes-irid diese tiroogra agricultura neus (non-trafficked) Negligible	Haul Road Crossing: The temporary haul road will cross the PRoW (both the existing alignment and when this is temporarily diverted as above). Cates will be installed at each side of the temporary haul road (1x crossing point of this PRoW at any given time), where priority is given to the PRoW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).	Small	Negligible	NO	-	Small	Negligible	NO
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S-P12	PRoW	E-260/016/0	Public footpath which runs southwest-northeast along fields and an access road (lightly trafficked) Medic		Short Term Temporary Disensions: The PRoWI Intersects the Fristron permanent access road. An assimum of 2x temporary diversions (see share 400m additional distance) will be required to a commodate the construction of the access road what duration of four weeks each filt have the the same diversion at different times within the programme). Once the access road has been constructed, the diversion will be removed. He will be a constructed on the programme of the access road has been constructed, the diversion will be installed along the diversion of the programme of the construction which is the programme of the construction which is require crossing, these gates will close off the PRoW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction whiches).	Small	Minor	NO	-	Small	Minor	NO
S-P13	PRoW	E-491/010/0	Bridleway which rure southwest-northeast along rural (lightly trafficked) access tracks serving agricultural uses Medic	dium !	Short Term Temporary Diseasion. The PROW Intersects both HIDC and HIMC cables, Insular road and temporary sutfall pipe. During installation of the cloths, hault road and temporary sutfall pipe, the route will research to be doesed for a missimum detation for or weeks and a temporary diseasion (less than 400m additional distance, for up to four weeks) will be put in place. Once both cables are installed, the diseasement will be removed. Following the removal of the above diversion, the existing PROW will include site fencing to allow PROW users to safely cross the construction swaths. Haul Road Crossing. The temporary had road will cross the PROW (both the existing alignment and when this is temporarily diverted as above). It is proposed the PROW will remain open and include site fending along the construction swaths to allow PROW users to safely cross. Cates will be installed at each side of the temporary had are four consignition of the PROW at any glive mile, where priority gliven to the PROW with construction whiches require crossing, those gates will close off the PROW triefly then recept once the crossing is complete (either by a banksman or by the driver of the construction).	Small	Minor	NO		Small	Minor	NO
S-P14	PRoW	E-491/006/0	Public footpath which runs east-west through agricultural fields (non-trafficked) within the Order limits Negligi	ligible	Long Term Temporary Diversion: The PfolW Intersects with the converter/cable construction compound and a temporary diversion (more than 400m additional distance) will be required throughout the construction phase. It is proposed that the temporary diversion (in one than 400m additional distance) will be repaired throughout the construction phase. It is proposed that the temporary diversion will run parallel with the B119 handing soal and rejoin the sisting R960 will be the north and of the converter station broads. This hope the interpropriaty of R960 WE 4917/0050 (be below) which is proposed to feed across the permanent access read and south of Samundham converted station, acting as an alternate route. The R960 will be reinstanted post construction. The temporary of R960 WE 4917/0060 is required to avoid a construction compound. A large marginude of impact has been assigned given that the temporary develow will be in piace throughout the construction programme with an additional journey long of more than 400m. Note-theless, the measures set out within the Outline R960/WP are designed to reduce the impact of this diversion on users of R960WE 4917/005/0 For example, the diversion will be provided a connection with the proposed permanent diversion of R960WE 4917/005/0 for oxample, the diversion will be provided a connection with the proposed permanent diversion of R960WE 4917/005/0 to improve the connectivity between routes and to allow R960W users to use alternative routes if desired.	Large	Minor	NO	·	Large	Minor	NO
S-P15	PRoW	E-491/005/0	Public footpath which runs north-south through agricultural fields (non- trafficked) within the Order limits	ligible I	Permanent Diversion: This PRoW will require a permanent closure due to it passing through the location of the Samuncham converter site. A permanent diversion route (more than 400m additional distance) will run towards and past Wood farm before heading south across the permanent access routh. The diversion of which the distance is required to the control of the properties of the propertie	Large	Minor	NO		Large	Minor	NO
S-P16	PRoW	E-491/004/0	Public footpath which runs east-west through agricultural fields and is predominantly non-trafficked	ow s	Short Term Temporary Diversion: Interface between permanent attenuation pipe and PRoW. A temporary diversion (less than 400m additional distance) will be required for a duration of four weeks whilst the attenuation pipe is installed. Site fencing will be installed along the existing PRoW (which will be temporarily stopped up). Once the attenuation pipe has been installed, the deviewing will be remoted and cases to the PROW will be reinstalled.	Small	Negligible	NO	-	Small	Negligible	NO
S-P17	PRoW	E-460/023/0	Public footpath which runs north-south along an agricultural access track (lightly trafficked)		Short Term Temporary Diversion: The northern portion of this PROW will be temporarily diverted (less than 400m additional distance) for approximately fine months whilst the road to Wood Farm is used for access during the initial mobilisation works for the Proposed Project. Once mobilisation access is complete the road will be reinstated both the existing (and temporarily diversid) alignment of this PROW will form a connection between the temporary diversion route for PROW E-491/006/0 and the permanent diversion route for PROW E-491/006/0 (see above). The temporary diversion of PROW E-460/022/0 will separate PROW users from proposed construction traffic along an initial mobilisation access. A medium magnitude of impact has been assigned given that the temporary diversion will be in place for circ after months. Nonchetiess, the diverted route will run parallel with the section to be temporarily closed (less than 50m streams in journey ingriph supected) and the measures set out within the Outline PROWING me dedigrated or reside, the impact of this devices non course of PROW E-400/022/0.	Medium	Minor	NO		Medium	Minor	NO
S-W1	National Walking Route	King Charles III England Coast Path	Within the Order limits, the England Coast Path runs north-south along the eastern side of Thorpe Road (off-carriageway) using existing walking routes	dium	Provisions: The trenchless HVDC crossing includes four drills that will be at depth below ground level. This alignment crosses the route; access along the HVDC alignment is required by foot/quad bike for monitoring purposes during construction and operation.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-W2	Regional Walking Route	Suffolk Coast Path	Within the Order limits, this comprises a public footpath which runs through agricultural fields to the vest of Thorpe Road, as well as a pedestrian route which crosses Thorpe Road to the east and continues northwards parallel to the coastline towards Thorpeness	dium	Provisions: The trenchless HVDC crossing includes four drills that will be at depth below ground level. This alignment crosses the route and access along the HVDC alignment is required by foot/quad bike for monitoring purposes during construction and operation.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-W3	Regional Walking Route	Sandings Walk	Within the Order limits, this runs along a bridleway (E-354/002/0) which runs east-west along a rural (lightly trafficked) access track serving agricultural uses	dium i	Long Term Temporary Diversion: The MDC Cable route and joint Bay intered with the route. A temporary devenion (less than 400m additional distance) will be established prior to commonoment of works to let high joint of contraction activity in his war. Once the lone it Bay has been installed and the cable is buried, the diversion will be removed and the activing route will include site fencing to allow users to safely cross the construction swarth. Haud Road Crossing: The temporary hauf road will cross the route (both the existing route will include site fencing to allow users to safely cross the construction swarth. Haud Road Crossing: The temporary hauf road will cross the route (both the existing pallment and when this is temporarily diverted as above). Cates will be installed at each side of the temporary hauf road fit or crossing point of this road et all any given time), where priority is given to roade users. When construction whiches require crossing, these gives will do se in the note briefly thin necessor necessary to construction seed to the construction whiches require crossing, these gives will do se in the note briefly than recept one case to construction whiches require crossing, these gives will do se in the note briefly than recept one case to construction whiches require crossing, these diversions of the construction which the second of the construction which is constructed in the construction which is a construction which is constructed in the construction which is cons	Medium	Minor	NO		Medium	Minor	NO
S-C1	Regional Cycling Route	Regional Cycle Route 42	On-carriageousy cycle route which runs along rural roads within the study are including a short section of the A1094, Mill Road, Grove Road, School Road, Church Road and the B1119 Samundham Road towards Abbey Lane. This crosses the Order Limits on Grove Road.		Short Term Temporary Diversion: Open cut HVDC installation required across Grove Road that will require a temporary traffic management system, most likely a full temporary closure with an appropriate deversion for a duration of up to 4 weeks. The most likely deversion route for cyclists would be via School Road, elfolds Spage Road and PROW (trafleways) E-20-20/20, E-54-60/20, and E-53-60/20. Condense Cond	Medium	Minor	NO		Medium	Minor	NO
		1	+									

Non-Motorised User Amenity

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Preliminary Magnitude	Preliminary Effect	Significant	Additional Mitigation/ Considerations	Residual Magnitude	Residual Effect	Significant
S-RL1	Road Link	A12 (south of A1094)	The link is a main 'A' Road and forms part of the SCC Strategic Lorry Route. The A12 through Farnham and Stratford St Andrew is fronted by residential properties with little separation from the road. South of Farnham there is sporadic frontage development.	Low	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL2	Road Link	A12 (between A1094 & B1121 Main Rd south junction)	The link is a main 'A' Road and forms part of the SCC Strategic Lorry Route. There is sporadic frontage development along this section.	Negligible	When not fewer than 30 hourly movements, -50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL3	Road Link	A12 (between B1121 Main Road junctions)	The link is a main 'A' Road and forms part of the SCC Strategic Lorry Route. There is sporadic frontage development along this section.	Negligible	When not fewer than 30 hourly movements, -50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL4	Road Link	A12 (north of B1121 Main Road northern junction)	The link is a main 'A' Road and forms part of the SCC Strategic Lorry Route. North of the B1122 there is sporadic frontage development. Through You'rou'r the A12 is fronted by residential properties and a public house. South of You'rou'r there is sporadic frontage development.	Low	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL5	Road Link	B1121 Main Road (east of A12)	The link is largely in a rural setting, with a footway running along one side	Low	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	=	Negligible	Negligible	NO
S-RL6	Road Link	B1121 Main Road (south of B1119 Church Street)	The link enters Saxmundham from the south where there are footways on both sides and residential/employment uses	Medium	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	=	Negligible	Negligible	NO
S-RL7	Road Link	B1119 Church Street (east of B1121 Main Road)	The link is largely in a rural setting, entering Saxmundham from the east where there are footways on both sides and residential/employment/retail uses and a place of worship	Medium	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	=	Negligible	Negligible	NO
S-RL8	Road Link	B1121 Aldeburgh Road (between A1094 and B1121 Saxmundham Road)	The link forms part of the SCC Zone local access routes for HGVs. South of Sternfield to Friston there is sporadic frontage development.	Medium	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL9	Road Link	B1121 Saxmundham Road (north of Grove Road)	The link forms part of the SCC Zone local access routes for HGVs. Through the village of Friston there are residential properties, a public house and play area that front directly on to the road.	High	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL10	Road Link	A1094 (between A12 and B1069 Snape Road)	The link forms part of the SCI Zone distributor routes for HSVs. South of A12 there is sporadic frontage development. Through the village of Snape there are residential properties and church along the road. South of Snape there is sporadic frontage development. Regional Cycle Route 42 runs along the A1094 between Priory Road and Milli Road.	Medium	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL11	Road Link	A1094 Aldeburgh Road (between B1069 Snape Road and B1122 Leiston Road)	The link forms part of the SCC local access routes for HGVs. From the junction with the B1121 / B1069 there is sporadic frontage development. Upon entering Aldeburgh there are a number of residential properties and sho	Medium	When not fewer than 30 hourly movements, -50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL12	Road Link	B1069 Snape Road (between A1094 Aldeburgh Road and Aldringham Lane)	The link forms part of the SCC Zone distributor routes for HGVs. North of the A1094 there is sporadic frontage development.	Low	When not fewer than 30 hourly movements, <70% total traffic increase (all time periods)	Small	Negligible	NO	-	Small	Negligible	NO
S-RL13	Road Link	B1122 Leiston Road (between A1094 Aldeburgh Road and Aldringham Lane)	Through the built-up area of Aldeburgh there are residential properties and a public house that front directly on to the road. Between Aldeburgh and the B1353 there are a number of residential properties.	High	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	÷	Negligible	Negligible	NO
S-RJ1	Road Junction	A12/A1094 Junction	Three-arm priority junction with single lane dualling, no pedestrian facilities or sensitive receptors	Negligible	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ2	Road Junction	A12/B1121 (South) Junction	Three-arm priority junction with single lane dualling, limited pedestrian facilities, cycle route, no sensitive receptors	Low	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	=	Negligible	Negligible	NO
S-RJ3	Road Junction	A12/B1119 Junction	Three-arm priority junction with single lane dualling, no pedestrian facilities or sensitive receptors	Negligible	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	=	Negligible	Negligible	NO
S-RJ4	Road Junction	A12/B1121 (North) Junction	Three-arm priority junction with a ghost island right turn, no pedestrian facilities or sensitive receptors	Negligible	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ5	Road Junction	A12/B1122 Junction	Three-arm priority junction with a ghost island right turn, limited pedestrian facilities, near some residential dwellings	Low	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	=	Negligible	Negligible	NO
S-RJ6	Road Junction	B1121 Main Road/B1121 Church Hill Junction	Three-arm priority junction, surrounding footways and a bus stop, near some residential/employment uses	Medium	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ7	Road Junction	B1121 Main Road/B1119 Church Hill Signalised Junction	Four-arm signalised junction in the centre of Saxmundham with high street/employment uses, footways, pedestrian crossings etc.	High	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	÷	Negligible	Negligible	NO
S-RJ8	Road Junction	B1121 Saxmundham Road/Grove Road/Mill Road Junction	Four-arm crossroads junction in Friston, near residential dwellings, a public house and a playground, with footways and nearby bus stops	High	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ9	Road Junction	A1094 Aldeburgh Road/B1121 Aldeburgh Road Junction	Three-arm priority junction, no pedestrian facilities or sensitive receptors	Negligible	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ10	Road Junction	A1094 Aldeburgh Road/B1069 Snape Road Junction	Three-arm priority junction, no pedestrian facilities or sensitive receptors	Negligible	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ11	Road Junction	A1094/B1122 Leiston Road/Church Farm Road Roundabout	Four-arm roundabout in Aldeburgh, surrounded by footways with some crossings, near residential dwellings, retail uses and a public house	High	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	÷	Negligible	Negligible	NO
S-RJ12	Road Junction	B1122 Aldeburgh Road/B1353 Aldringham Lane Junction	Four-arm priority junction on the edge of Aldringham with surrounding footways, bus stops and a public house, near some residential dwellings	Medium	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ13	Road Junction	B1069 Leiston Road/B1353 Aldringham Lane Junction	Three-arm priority junction on the edge of Coldfair Green with surrounding footways and a few residential dwellings	Low	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ14	Road Junction	A1094/Sternfield Road/Church Road Junction	Four-arm priority junction in a rural area, with limited pedestrian facilities and a nearby church	Low	When not fewer than 30 hourly movements, <50% total traffic increase (all time periods)	Negligible	Negligible	NO		Negligible	Negligible	NO
S-P1	PRoW	E-103/006/0	Public footpath which runs to the west of Thorpe Road, through agricultural fields (non-trafficked) within the Order limits	Negligible	Provisions: The trenchiess HVDC crossing includes four drills that will be at depth below ground level. This alignment crosses the PROW and access along the HVDC alignment is required by foot/quad bike for monitoring purposes during construction and operation.	Negligible	Negligible	NO		Negligible	Negligible	NO
S-P2	PRoW	E-103/016/0	Public footpath which runs southeast to northwest through a golf course and agricultural fields, largely non-trafficked, although shares a short section of access track	Low	Short Term Temporary Diversions: The HVDC cable route will cross the PROW. Whilst the HVDC cable is being installed, a maximum of 2x temporary diversions (less than 400m additional distance) will be required for a duration of four weeks each (this will be the same diversion at different times within the programme). Once the cable is Duried, the diversion will be removed and the existing PROW route will include site fencing to allow PROW users to safely cross the construction swathe. Haul Road Crossing: The temporary haul road will cross the PROW (both the existing alignment and when this is temporarily diverted as above). Gates will be installed at each side of the temporary haul road (it crossing point of this PROW at any given time), with priority given to the PROW. When construction vehicles require crossing, these gates will close off the PROW briefly then reopen once the crossing is complete (either by a banisman or by the driver of the construction which prospers to the properties of the driver of the construction which properties are constructed to which the properties of the propertie	Small	Negligible	NO	-	Small	Negligible	NO

					Long Term Temporary Diversion: The HVDC cable route will cross the PRoW. To create a safer crossing point at the land boundary perimeter, a temporary diversion will be installed (less than 400m additional distance) for the full construction phase of the Proposed Project. The diverted route will include site fencing to cross the construction swarbe. Hauf Road Crossing: The temporary hauf road will cross the diverted PRoW (see above). Gates will be installed at each side of the temporary hauf road.							
S-P3	PRoW	E-260/013/A	Public footpath which runs southeast to northwest through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	(1x crossing point), where priority is given to the diverted PRoW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).	Small	Negligible	NO	-	Small	Negligible	NO
					Long Term Temporary Diversion: An additional temporary diversion (less than 400m additional distance) will be installed (at a different location to the above, further to the west) for the full construction phase of the Proposed Project to bypass the HVDC cable route and temporary haul road at this western location, and to retain a connection with PROW E-260/012/A.							
S-P4	PRoW	E-260/012/A	Bridleway which runs north-south through agricultural fields, partly non-	Low	Short Term Temporary Diversions: Whilst the HVDC cable is being installed, a maximum of 2x temporary diversions (less than 400m additional distance) will be required for a duration of four weeks each (this will be the same diversion at different limes within the programme). Once the buried, the diversion will be removed and the existing PROW route will include site fencing to allow PROW users to safely cross the construction swathe.	Small	Negligible	NO		Small	Negligible	NO
314	T KOVV	E-200/012/A	trafficked and partly along agricultural access tracks	LOW	Hau Road Crossing. The temporary hauf road will cross the PROW (both the existing alignment and when this is temporarily diverted as above). Cates will be installed at each side of the temporary hauf road (ix crossing point of this PROW at any given time), where priority is given to the PROW. When construction vehicles require crossing, these gates will close of the PROW briefly then reopen once the crossing is complete (either by a banisman or by the driver of the construction vehicle).	Siliali	regrigiore	NO		Sman	Negligible	140
					Long Term Temporary Diversion: The HVDC Cable route and Joint Bay Interact with the PROW. A temporary diversion (less than 400m additional distance) will be established prior to commencement of works due to high level of construction activity in this area. Once the Joint Bay has been installed and the cable is buried, the diversion will be removed and the existing PokiV route will include site fencing to allow ProW users to safely cross the construction swathe.							
S-P5	PRoW	E-354/002/0	Bridleway which runs east-west along a rural (lightly trafficked) access track serving agricultural uses	Medium	Hauf Road Crossing: The temporary hauf road will cross the PRoW (both the existing alignment and when this is temporarily diverted as above). Gates will be installed at each side of the temporary hauf road (1x crossing point of this PRoW at any give mine), where priority is given to the PRoW. When construction vehicles require crossing, these gates will close of the PRoW height then roopen once the crossing is complete (either by a banisman or by the driver of the construction vehicle).	Small	Minor	NO	-	Small	Minor	NO
					The temporary PROW diversion (PROW E-354/002/0) will separate PROW users from the proposed construction works and construction traffic (except for at a single managed hauf road crossing point). A medium magnitude of impact has been assigned given that the temporary diversion will be in place throughout the construction phase. Nonetheless, the diversion can be emporary diversions will be in place throughout the construction phase. Nonetheless, the diversion can be emporarily closed (less than 50m increase in journey length expected) and the measures set out within the Outline PROWMP are designed to reduce the impact of this diversion on PROW users.							
S-P6	PRoW	E-354/001/0	Bridleway which runs north-south through agricultural fields, partly non- trafficked and partly along agricultural access tracks	Low	Short Term Temporary Diversions: Interface between temporary attenuation pipe and the PROW. A maximum of 2x temporary diversions (less than 400 additional distance) will be required with a duration of four weeks each (this will be the same diversion at different times within the programme). This is required whilst the attenuation pipe is installed and removed as well as proposed utility diversion works. Site fencing will be installed along the existing PROW route for the full construction phase of the Proposed Project.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-P7	PRoW	E-354/018/0	Public footpath which runs north-south through agricultural fields (non-trafficked)	Negligible	Short Term Temporary Diversions: Interface between temporary attenuation pipe and the PROW. A maximum of 2x temporary diversions (less than 400m additional distance) will be required with a duration of four weeks each whilst the attenuation pipe is installed and removed (this will be the same diversion at different times within the programme). Site fending will be installed along the existing PROW route for the full construction phase of the Proposed Project.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-P8	PRoW	E-354/007/A	Public footpath which runs northeast-southwest through agricultural fields		Short Term Temporary Diversions: The PROW crosses the location of an existing pylon that will require modification works during construction, as well as the HVDC Cable route. A maximum of 2x temporary diversions (less than 400m additional distance) will be required with a duration of four weeks each (this will be the same diversion at different times within the programme). Once the cable is buried, the diversion will be removed and the existing PROW route will include site fercing to allow PROW users to safely cross the construction swathe.			NO				
2-1-8	PROW	E-394/UU//A	(non-trafficked)	Negligible	Haul Road Crossing: The temporary haul road will cross the PROW (both the existing alignment and when this is temporarily diverted as above). Site fencing will be installed along the existing PROW with gates each side of the temporary haul road (1x crossing point of this PROW at any given time), where priority is given to the PROW. When construction evhicles require crossing, these gases will close off the PROW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).	Small	Negligible	NO	-	Small	Negligible	NO
					Permanent Diversion: This PRoW runs north to south through the location of the proposed Friston Substation, Overhead Line connections and HVDC cable route. The route continues south towards Friston. This route will be permanently diverted (more than 400m additional distance) in alignment with Sottlish Power Renewables' proposal a Friston. The diversion route the footpath to the seat before rossing the HVDC cable swathe where during construction site fencing and gates will be installed. The diversion route then continues south through existing woodland and runs parallel with Grove Road before connecting into PROW E-354/007/A which then leads back to PoWE E-354/006/0. Mitigation and landscaping at Friston has been considered with this proposed route.							
S-P9	PRoW	E-354/006/0	Public footpath which runs north-south along an agricultural access track (lightly trafficked)	Low	Haul Road Crossing: The temporary haul road will cross the diverted PROW. Site fencing to allow PROW users to safely cross the construction swarhe will be installed. Gates will be installed at each side of the temporary haul road (ix crossing point), where priority is given to the diverted PROW. When construction vehicles require crossing, these gates will close off the PROW bright then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).	Negligible	Negligible	NO	-	Negligible	Negligible	NO
					The permanent diversion of PRoW E-354/006/0 is required to avoid Friston Substation, Overhead Line connections and the HVDC cable route. A large magnitude of impact has been assigned given that a permanent diversion will be in place with an additional journey length of more than 400m. Nonethelass, the measures set out within the Outline PRoWWP are designed to reduce the impact of this diversion on users of PRoW 5-354/006/0. For example, the diversion will provide a connection with PRoW E-354/007/A to improve the connectivity between routes and to allow PRoW users to use alternative routes if desired.							
					Long Term Temporary Diversion: This PRoW Intersects the combined HVDC/HVAC swathe as well as temporary drainage. It is proposed to temporarily divert the PRoW (less than 400m additional distance) to minimise impacts and retain connections with PRoW E-354/006/0 to the east and PRoW E-260/015/0 to the north. The diversion route will remain in place for the full construction phase.							
S-P10	PRoW	E-260/017/0	Public footpath which broadly runs north-south through agricultural fields.	Low	Haul Road Crossing: The temporary haul road will cross the diverted PROW. Site fencing to allow PROW users to safely cross the construction swathe will be installed. Gates will be installed at each side of the temporary haul road (1x crossing point), where priority is given to the diverted PROW. When construction vehicles require crossing, these gates will close off the PROW briefly then reopen once the crossing is complete (either by a banisman or by the driver of the construction vehicle).	Small	Negligible	NO		Small	Negligible	NO
5.10		2.20001770	largely non-trafficked	LUM	Short Term Temporary Diversions: The PRoW Intersects the Friston permanent access road and permanent outfall pipe. A maximum of 2x temporary diversions (less than 400m additional distance) will be required to accommodate the construction of the access road and works in this area, with a duration of four weeks each (this will be the same diversion at different times within the programme.	Seriali	regugium			SHEET	regulgitus	
					Haul Road Crossing. As part of the above the diverted PROW will cross the haul road. When used during construction, site facinity will be installed along the diverted route with gates each idea of the temporary haul road (Ix crossing point), where priority is given to the PROW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).							
			Public footpath which runs southwest-northeast through agricultural fields		Short Term Temporary Diversions: The PRoW intersects the HVDC/HVAC cable swathe alongside a HVAC Joint Bay. Whilst both cables and joint bays are being installed, a maximum of 2x temporary diversions (less than 400m additional distance) will be required with a duration of four weeks each (this will be the same diversion at different inters within the programme). Once both cables and joint bay are installed, the diversion will be red, Following the removal of the above diversion, the existing PRoW will include site fending to allow PRoW users to safely cross the construction swathe.							
S-P11	PRoW	E-260/015/0	(non-trafficked)	Negligible	Haul Road Crossing: The temporary haul road will cross the PROW (both the existing alignment and when this is temporarily diverted as above). Gates will be installed at each side of the temporary haul road (1x crossing point of this PROW at any given time), where priority is given to the PROW. When construction vehicles require crossing, these gates will close off the PROW briefly then roopen one the crossing is complete (either by a banksman or by the driver of the construction vehicle).	Small	Negligible	NO	-	Small	Negligible	NO
												•

S-P12	PRoW	E-260/016/0	Public footpath which runs southwest-northeast along fields and an access road (lightly trafficked)	Medium	Short Term Temporary Diversions: The PRoW Intersects the Friston permanent access road. A maximum of 2x temporary diversions (less than 400m additional distance) will be required to accommodate the construction of the access road with a duration of four weeks each (this will be the same diversion at different times within the programme). Once the access road has been constructed, the diversion will be remained the programme. Once the access road has been constructed, the diversion will be remained that the diversion will be remained to the same diversion will be constructed to the same diversion will be diverted PRoW will cross the haul road. When used during construction, site fencing will be installed along the diverted route with gates each side of the temporary haul road (1x crossing point), where priority is given to the PRoW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once the rossing is complete (either by a banisman or by the driver of the construction vehicle).	Small	Minor	NO		Small	Minor	NO
S-P13	PRoW	E-491/010/0	Bridleway which runs southwest-northeast along rural (lightly trafficked) access tracks serving agricultural uses	Medium	Short Term Temporary Diversion: The PROW Intersects both HVDC and HVAC cables, haul road and temporary outfall pipe. During installation of the cables, haul road and temporary outfall pipe, the route will need to be closed for a maximum duration of four weeks and a temporary diversion (less had a compared to the cables are installed, the deversion will be removed. Following the removal down additional distance, for up to four weeks) will be put in place. Once both cables are installed, the deversion will be removal following the removal of the above diversion, the existing PROW will include site fencing to allow PROW users to safely cross the construction swathe. Haul Road Crossing: The temporary haul road will cross the PROW (both the existing alignment and when this is temporarily diverted as above). It is proposed the PROW will remain lope and includes site fencing along the construction swathe to allow PROW users to safely cross. Glass will be installed at each side of the temporary haul road (1x crossing point of this PROW at any given time), where priority is given to the PROW. When construction vehicles require crossing, these gates will close of the PROW briefly then recopen once the crossing is complete (either by a banksman or by the driver of the construction wehicle).	Small	Minor	NO	-	Small	Minor	NO
S-P14	PRoW	E-491/006/0	Public footpath which runs east-west through agricultural fields (non-trafficked) within the Order limits	Negligible	Long Term Temporary Diversion: The PRoW Intersects with the converter/cable construction compound and a temporary diversion (more than 400m additional distance) will be required throughout the construction phase. It is proposed that the temporary diversion will run parallel with the BIT19 heading east and rejoin the existing PRoW at the north east of the converter station location. This long-term temporary diversion will act in conjunction with a permanent diversion route for PRoW E-491/005/0 (see below) which is proposed to feed across the permanent access road and south of Samundham converter station, acting as an alternate route. This PRoW will be reinstated post construction. The temporary of PRoW E-491/006/0 is required to avoid a construction compound. A large magnitude of impact has been assigned given that the temporary diversion will be in place throughout the construction programme with an additional journey length of more than 400m. Nonetheless, the measures set out within the Outline PRoWMP are designed to reduce the impact of this diversion on users of PRoW E-491/006/0. For example, the diversion will provide a connection with the proposed permanent diversion of PRoW E-491/006/0. To improve the connectivity between routes and to allow PRoW users to use alternative routes if desired.	Small	Negligible	NO		Small	Negligible	NO
S-P15	PRoW	E-491/005/0	Public footpath which runs north-south through agricultural fields (non-trafficked) within the Order limits	Negligible	Permanent Diversion: This PRoW will require a permanent closure due to it passing through the location of the Samundham converter site. A permanent diversion route (more than 400m additional distance) will run towards and past Wood Farm before heading south across the permanent access road. The diverted route then feeds south of the converter site before bying back into the existing route. The devisersion will be in place during construction where the stem exercise (e.g. galed crossing as a disewhere) will be put he place. The permanent solution is dependent on turnet development of landscaping and mitigation. A dropped kerb crossing point will be provided where this crosses the permanent access road. This permanent diversion will act in conjunction with a long-term temporary diversion route of PROW E-49 17006 (see above) which will feed east along the B1119 and rejoin the existing PROW-E-49 17006/0 at the north east of the converter station location. Hauf Road Crossing: As part of the above the diverted PROW will cross the hauf road. When used during construction, site fencing will be installed along the diverted route with gates each side of the temporary hauf road (1 x crossing point), where priority is given to the PROW. When construction vehicles require crossing, these gates will close off the PROW briefly then reopen once the crossing is complete (either by a banisman or by the driver of the construction vehicle). The permanent diversion of PROW E-491/005/0 is required to avoid Saxmundham Converter Station. A large magnitude of impact has been assigned	Small	Negligible	NO	-	Small	Negligible	NO
S-P16	PRoW	E-491/004/0	Public footpath which runs east-west through agricultural fields and is predominantly non-trafficked	Low	given that a permanent diversion will be in place with an additional journey length of more than 400m. Nonethneless, the measures set out within the Outline RebWMP are designed to reduce the impact of this diversion on users of RoW E. E. 497/050/. For example, the diversion will provide a connection with RoWE E. 497/050/0 for example, the diversion will provide a connection with RoWE E. 497/050/0 for example, the diversion will provide a connection with RoWE E. 497/050/0 for example, the diversion will provide route and to also with RoWE E. 497/050/0 for example, the diversion will provide route and the diversion will be resided a connection with RoWE E. 497/050/0 for example, the diversion will be used in the provided of the set affected and the provided route of the provided route of the provided route of the reduced of the provided route of the removed and access to the ROW with the reinstanted of the removed and access to the ROW with the reinstanted.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-P17	PRoW	E-460/023/0	Public footpath which runs north-south along an agricultural access track (lightly trafficked)	Low	The temporary diversion of PROW E-460/023/0 will separate PROW users from proposed construction that the temporary diversion on the beat assigned given the temporary diversion on the second properties that the designed will be reinstated. Both the existing (and temporary) diversion alignment of this PROW will form a connection between the temporary diversion or under for RROW E-491/006/0 and the permanent diversion route for PROW E-491/006/0 and the permanent diversion route for PROW E-491/006/0 (see above). The temporary diversion of PROW E-460/023/0 will separate PROW users from proposed construction traffic along an initial mobilisation access. A medium magnitude of impact has been assigned given that the temporary diversion will be in place for circa five months. Nonetheless, the diverted route will run parallel with the section to be temporarily closed fless than 50m increase in journey legnist repected and the measures set out within the Outline PROWMP are designed to reduce the impact of this diversion on users of PROW E-460/023/0.	Negligible	Negligible	NO		Negligible	Negligible	NO
S-W1	National Walking Route	King Charles III England Coast Path	Within the Order limits, the England Coast Path runs north-south along the eastern side of Thorpe Road (off-carriageway) using existing walking routes	Medium	Provisions: The trenchless HVDC crossing includes four drills that will be at depth below ground level. This alignment crosses the route: access along the HVDC alignment is required by foot/quad blike for monitoring purposes during construction and operation.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-W2	Regional Walking Route	Suffolk Coast Path	Within the Order limits, this comprises a public footpath which runs through agricultural fields to the west of Thorpe Road, as well as a pedestrian route which crosses Thorpe Road to the east and continues northwards parallel to the coastline towards Thorpeness	Medium	Provisions: The trenchiess HVDC crossing includes four drills that will be at depth below ground level. This alignment crosses the route and access along the HVDC alignment is required by foot/quad bike for monitoring purposes during construction and operation.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-W3	Regional Walking Route	Sandlings Walk	Within the Order limits, this runs along a bridleway (E-354/002/0) which runs east-west along a rural (lightly trafficked) access track serving agricultural uses	Medium	Long Term Temporary Diversion: The HVDC Cable route and Joint Bay interact with the route. A temporary diversion (less than 400m additional distance) will be established prior to commencement of works due to high level of construction activity in this area. Once the Joint Bay has been installed and the cable is buried, the diversion will be removed and the existing route will include site fencing to allow users to safely cross the construction swathe. Hauf Road Crossing: The temporary hauf road will cross the route (both the existing alignment and when this is temporarily diverted as above). Cates will be installed at each side of the temporary hauf road (ix crossing point of this route at any given time), where priority is given to route users. When construction vehicles require crossing, these gates will close off the route height plen reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle). The temporary diversion of Sandlings Walk (which will be shared with PROW E-354/1002(ft) will separate users from the proposed construction works and construction traffic (succept for at a single managed had road crossing point). A medium mapplitude of impact has been assigned given that the temporary diversion will be in place throughout the construction phase. Nonetheless, the diverted route will run parallel with the section to be temporarily closed (less than 50m increase in journey length expected and the measures set out within the Outline ProWMP (which will also apply to Sandlings Walk at this location) are designed to reduce the impact of this diversion on users.	Small	Minor	NO		Small	Minor	NO
S-C1	Regional Cycling Route	Regional Cycle Route 42	On-carriageway cycle route which runs along rural roads within the study area including a short section of the A1094, Mill Road, Grove Road, School Road, Church Road and the B1119 Samundham Road towards Abbey Lane. This crosses the Order Limits on Grove Road.	Medium	Short Term Temporary Diversion: Open cut HVDC installation required across Grove Road that will require a temporary traffic management system, most likely a full temporary closure with an appropriate diversion for a duration of up to 4 weeks. The most likely diversion route for cyclists would be via School Road, 81069 Snape Road and PRoW (tridleways) E-260-026/0, E-354-020/0 and E-354-020/0. Construction Routes: This will share a short circa 500m section of the A1094 Aldeburgh Road (between Priory Road and Mill Road) and will cross the B1121 Saxmundham Road between Mill Road and Grove Road. Assessment based on A1094 Aldeburgh Road as a worst-asse in terms of construction vehicle movements.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
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pe Receptor A12 (south of A1094) A12 (between A1094 & B1121 Main Rd south Junction) A12 (between B1121 Main Road Junctions) A12 (horth of B1121 Main Road Junctions) A12 (north of B1121 Main Road northern Junction) B1121 Main Road (east of A12) B1121 Main Road (south of B1119 Church Street) B11121 Main Road (south of B1119 Church Street) B11121 Aldeburgh Road (between A1094 and B1121 Saxmundham Road) B1121 Saxmundham Road (north of Grove Road) A1094 (between A12 and B1069 Snape Road) A1094 Aldeburgh Road (between B1069 Snape Road) B1069 Snape Road (between A1094 Aldeburgh Road and B1122 Leiston Road) B1069 Snape Road (between A1094 Aldeburgh Road and Aldringham Lane) B1122 Leiston Road (between A1094 Aldeburgh Road and Aldringham Lane)	The link is targely in a rural setting, entering Samundham from the east where there are footways on both sides and residential/employment/ retail uses and a place of workhip. The link forms part of the SCC Zone local access routes for HGVs. South of Stemflield to Friston there is sporadic frontage development. The link forms part of the SCC Zone local access routes for HGVs. South of Stemflield to Friston there is sporadic frontage development. The link forms part of the SCC Zone local access routes for HGVs. Through the village of Friston there are residential properties, a public house and play area that front directly on to the road. The link forms part of the SCC Zone distributor routes for HGVs. South of A12 there is sporadic frontage development. Through the village of Snape there are residential properties and church along the road. South of Snape there are residential properties and church along the road. South of Snape there are residential properties and church along the road. South of Snape there is sporadic frontage development. Regional Cycle Route 42 runs along the A104 between Priory Road and Milli Road. The link forms part of the SCC local access routes for HGVs. From the junction with the 81121 / 81069 there is sporadic frontage development. The link forms part of the SCC local access routes for HGVs. From the junction with the 81121 region of the SCC local access routes for HGVs. North of the A1094 there is sporadic frontage development.	Sensitivity Low Negligible Negligible Low Medium Medium Medium Medium Medium Medium Medium	Impact One step change in overall level with >400 daily vehicle and/or HGV increase. No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Fewer than 30 hourly movements Fewer than 30 hourly movements Fewer than 30 hourly movements No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Preliminary Magnitude Medium Negligible	Preliminary Effect Minor Negligible	Significant NO NO NO NO NO NO NO NO NO N	Additional Mitigation/ Considerations	Residual Magnitude Medium Negligible	Residual Effect Minor Negligible	Significant NO NO NO NO NO NO NO NO NO N
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B1121 Main Road (south of B119 Church Street) B1119 Church Street (east of B1121 Main Road) B1121 Aldeburgh Road (between A1094 and B1121 Saxmundham Road) B1121 Saxmundham Road (north of Grove Road) A1094 (between A12 and B1069 Snape Road) A1094 Aldeburgh Road (between B1069 Snape Road) B1069 Snape Road (between A1094 Aldeburgh Road and B1122 Leiston Road) B11069 Snape Road (between A1094 Aldeburgh Road and Aldringham Lane) B1122 Leiston Road (between A1094 Aldeburgh Road and Aldringham Lane)	The link enters Saxmundham from the south where there are footways on both sides and residential/employment uses. The link is largely in a rural setting, entering Saxmundham from the east where there are footways on both sides and residential/employment/ retail uses and a place of workship. The link forms part of the SCC Zone local access routes for HGVs. South of Sternfeld to friston there is sporadic frontage development. The link forms part of the SCC Zone local access routes for HGVs. Through the village of Friston there are residential properties, a public house and play are at lart front directly no to the road. The link forms part of the SCC Zone distributor routes for HGVs. South of A12 there is sporadic frontage development. Through the village of Snape there are residential properties and church along the road. South of Snape there is sporadic frontage development. Regional Cycle Route 42 runs along the A1094 between Priory Road and Mill Road. The link forms part of the SCC Zone distributor routes for HGVs. From the junction with the B1121 / B1096 there is sporadic frontage development. Upon entering Aldeburgh there are a number of residential properties and shops that front the road. The link forms part of the SCC Zone distributor routes for HGVs. North of the K10404 there is sporadic frontage development. Through the built-up area of Aldeburgh there are residential properties and a public house that front directly on to the road. Between Aldeburgh and the B1353 there are a number of residential properties.	Medium Medium Medium High Medium Low	Fewer than 30 hourly movements No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible Negligible Negligible Negligible Negligible Negligible Negligible	Negligible Negligible Negligible Negligible Negligible Negligible	NO NO NO NO NO NO		Negligible Negligible Negligible Negligible Negligible	Negligible Negligible Negligible Negligible Negligible Negligible Negligible	NO NO NO NO NO
B1119 Church Street (east of B1121 Main Road) B1121 Aldeburgh Road (between A1094 and B1121 Saxmundham Road) B1121 Saxmundham Road (north of Grove Road) A1094 (between A12 and B1069 Snape Road) A1094 Aldeburgh Road (between B1069 Snape Road) B1069 Snape Road (between B1069 Snape Road) B1069 Snape Road (between A1094 Aldeburgh Road and Aldringham Lane) B1122 Leiston Road (between A1094 Aldeburgh Road and Aldringham Lane)	on both sides and residential/employment uses The link is rayly in a rural setting, entering Samundham from the east where there are footways on both sides and residential/employment/ retail uses and a place of worship The link forms part of the SCC Zone local access routes for HGVs. South of Sternfield to Friston there is sporadic frontage development. The link forms part of the SCC Zone local access routes for HGVs. South of Sternfield to Friston there are residential properties, a public house and play area that front directly on to the road. The link forms part of the SCC Zone local access routes for HGVs. South of A12 there is sporadic frontage development. Through the village of Snape there are residential properties and church along the road. South of Snape there is sporadic frontage development. Regional Cycle Route 42 runs along the A1094 between Priory Road and Mill Road. The link forms part of the SCC Iocal access routes for HGVs. From the junction with the B1121 / B1069 there is sporadic frontage development. Upon entering Aldeburgh there are a number of residential properties and shops that front the road. The link forms part of the SCC Zone distributor routes for HGVs. North of the A1094 there is sporadic frontage development. Through the built-up area of Aldeburgh there are residential properties and a public hosse that front directly on to the read Between Aldeburgh and the B1353 there are a number of residential properties	Medium Medium High Medium Medium Low	Fewer than 30 hourly movements Fewer than 30 hourly movements Fewer than 30 hourly movements No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible Negligible Negligible Negligible Negligible Negligible	Negligible Negligible Negligible Negligible Negligible	NO NO NO NO NO		Negligible Negligible Negligible Negligible Negligible	Negligible Negligible Negligible Negligible Negligible	NO NO NO NO NO
B1121 Aldeburgh Road (between A1094 and B1121 Saxmundham Road) B1121 Saxmundham Road (north of Grove Road) A1094 (between A12 and B1069 Snape Road) A1094 Aldeburgh Road (between B1069 Snape Road) B1095 Snape Road (between A1094 Aldeburgh Road and B1122 Leiston Road) B1122 Leiston Road (between A1094 Aldeburgh Road and Aldringham Lane)	The link is largely in a rural setting, entering Saxmundham from the east where there are footways no both sides and residential/employment/ where there are footways no both sides and residential/employment/ retail uses and a place of worship The link forms part of the SCC Zone local access routes for HGVs. South of Sternfield to Friston there is sporadic frontage development. The link forms part of the SCC Zone local access routes for HGVs. On Through the village of Friston there are residential properties, a public house and play area that front directly on to the road. The link forms part of the SCC Zone distributor routes for HGVs. South of A12 there is sporadic frontage development. Through the village of Snape there are residential properties and church along the road. South of Snape there is sporadic frontage development. Regional Cycle Route 42 runs along the A1094 between Priory Road and Mill Road. The link forms part of the SCC Zone distributor routes for HGVs. From the junction with the \$1121 / B1090 there is sporadic frontage development. Upon entering Aldeburgh there are a number of residential properties and shops that front the road. The link forms part of the SCC Zone distributor routes for HGVs. North of the A1094 there is sporadic frontage development.	Medium High Medium Medium Low	Fewer than 30 hourly movements Fewer than 30 hourly movements No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible Negligible Negligible Negligible Negligible Negligible	Negligible Negligible Negligible Negligible	NO NO NO		Negligible Negligible Negligible Negligible	Negligible Negligible Negligible Negligible	NO NO NO
B1121 Saxmundham Road) B1121 Saxmundham Road (north of Grove Road) A1094 (between A12 and B1069 Snape Road) A1094 Aldeburgh Road (between B1069 Snape Road) B1069 Snape Road (between A1094 Aldeburgh Road and Aldringham Lane) B1122 Leiston Road (between A1094 Aldeburgh Road and Aldringham Lane)	The link forms part of the SCC Zone local access routes for HCVs. South of Sternfield to Friston there is sporadic frontage development. The link forms part of the SCC Zone local access routes for HCVs. Through the village of Friston there are residential properties, a public house and play area that front directly on to the road. The link forms art of the SCC Zone local educes for HCVs. South of A12 there is sporadic frontage development. Through the village of Snape there are residential properties and church along the road. South of Snape there is sporadic frontage development. Regional Cycle Route 42 runs along the A1094 between Priory Road and Mill Road. The link forms part of the SCC local access routes for HCVs. From the junction with the B1121 / 81069 there is sporadic frontage development. Upon entering Aldeburgh there are a number of residential properties and shops that front the road. The link forms part of the SCC Zone distributor routes for HGVs. North of the A1094 there is sporadic frontage development. Through the built-up area of Aldeburgh there are residential properties and a public hosse that front directly on to the road Between Aldeburgh and the B1353 there are a number of residential properties.	High Medium Medium Low	Fewer than 30 hourly movements No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible Negligible Negligible Negligible	Negligible Negligible	NO NO		Negligible Negligible Negligible	Negligible Negligible Negligible	NO NO
A1094 (between A12 and B1069 Snape Road) A1094 Aldeburgh Road (between B1069 Snape Road and B1122 Leiston Road) B1069 Snape Road (between A1094 Aldeburgh Road and Aldringham Lane) B1122 Leiston Road (between A1094 Aldeburgh Road and Aldringham Lane)	Through the village of Friston there are residential properties, a public house and play area that front directly on to the road. The link forms part of the SCC Zone distributor routes for HGVs. South of A12 there is sporadic frontage development. Through the village of Snape there are residential properties and church along the road. South of Snape there is sporadic frontage development. Regional Cycle Route 42 runs along the A1094 between Priory Road and Mill Road. The link forms part of the SCC local access routes for HGVs. From the junction with the B1121 / 81069 there is sporadic frontage development. Upon entering Aldeburgh there are a number of residential properties and shops that front the road. The link forms part of the SCC Zone distributor routes for HGVs. North of the A1094 there is sporadic frontage development. Through the built-up area of Aldeburgh there are residential properties and a public house that front directly on to the road. Between Aldeburgh and the B1353 there are a number of residential properties and a public house that front directly on to the road. Between Aldeburgh and the B1353 there are a number of residential properties.	Medium Medium Low	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible Negligible Negligible	Negligible Negligible	NO NO		Negligible Negligible	Negligible Negligible	NO NO
A1094 Aldeburgh Road (between B1069 Snape Road and B1122 Leiston Road) B1069 Snape Road (between A1094 Aldeburgh Road and Aldringham Lane) B1122 Leiston Road (between A1094 Aldeburgh Road and Aldringham Lane)	A12 there is sporadic frontage development. Through the village of Snape there are residential properties and church along the road South of Snape there is sporadic frontage development. Regional Cycle Route 42 runs along the A1049 between Priory Road and Mill Road. The link forms part of the SCC local access routes for HGVs. From the junction with the B1121 / B1069 there is sporadic frontage development. Upon entering Aldeburgh there are a number of residential properties and shops that front the road. The link forms part of the SCC Zone distributor routes for HGVs. North of the A1094 there is sporadic frontage development. Through the built-up area of Aldeburgh there are residential properties and a public house that front directly on to the road. Between Aldeburgh and the B1353 there are a number of residential properties.	Medium Low	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible Negligible	Negligible	NO		Negligible	Negligible	NO
Road and B1122 Leiston Road) B1069 Snape Road (between A1094 Aldeburgh Road and Aldringham Lane) B1122 Leiston Road (between A1094 Aldeburgh Road and Aldringham Lane)	Junction with the B1121 / B1069 there is sporadic frontage development. Upon entering Aldeburgh there are a number of residential properties and shops that front the road. The link forms part of the SCC Zone distributor routes for HGVs. North of the AIO94 there is sporadic frontage development. Through the built-up area of Aldeburgh there are residential properties and a public hosse that front directly on to the road Between Aldeburgh and the B1353 there are a number of residential properties.	Low	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible			-			
Road and Aldringham Lane) B1122 Leiston Road (between A1094 Aldeburgh Road and Aldringham Lane)	the A1094 there is sporadic frontage development. Through the built-up area of Aldeburgh there are residential properties and a public hosse that front directly on to the road. Between Aldeburgh and the B1353 there are a number of residential properties.			.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Negligible	NO	-	Negligible	Negligible	NO
B1122 Leiston Road (between A1094 Aldeburgh Road and Aldringham Lane)	Through the built-up area of Aldeburgh there are residential properties and a public house that front directly on to the road. Between Aldeburgh and the B1353 there are a number of residential properties.	High	Fewer than 30 hourly movements	No-Malk I						
A12/A1094 Junction	Three-arm priority junction with single lane dualling, no pedestrian			Negligible	Negligible	NO	-	Negligible	Negligible	NO
A12/A1074 JUICUUII	facilities or sensitive receptors	Negligible	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
on A12/B1121 (South) Junction	Three-arm priority junction with single lane dualling, limited pedestrian facilities, cycle route, no sensitive receptors	Low	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
on A12/B1119 Junction	Three-arm priority junction with single lane dualling, no pedestrian facilities or sensitive receptors	Negligible	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
on A12/B1121 (North) Junction	Three-arm priority junction with a ghost island right turn, no pedestrian facilities or sensitive receptors	Negligible	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
on A12/B1122 Junction	Three-arm priority junction with a ghost island right turn, limited pedestrian facilities, near some residential dwellings	Low	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
on B1121 Main Road/B1121 Church Hill Junction	Three-arm priority junction, surrounding footways and a bus stop, near some residential/employment uses	Medium	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
B1121 Main Road/B1119 Church Hill Signalised Junction		High	Fewer than 30 hourly movements	Negligible	Negligible	NO	-	Negligible	Negligible	NO
B1121 Saxmundham Road/Grove Road/Mill Road Junction	d Four-arm crossroads junction in Friston, near residential dwellings, a public house and a playground, with footways and nearby bus stops	High	Fewer than 30 hourly movements	Negligible	Negligible	NO	-	Negligible	Negligible	NO
A1094 Aldeburgh Road/B1121 Aldeburgh Road Junction	Three-arm priority junction, no pedestrian facilities or sensitive receptors	Negligible	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
A1094 Aldeburgh Road/B1069 Snape Road Junction	Three-arm priority junction, no pedestrian facilities or sensitive receptors	Negligible	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
A1094/R1122 Leiston Poad/Church Farm Poad	Four-arm roundabout in Aldeburgh, surrounded by footways with some crossings, near residential dwellings, retail uses and a public house	High	Fewer than 30 hourly movements	Negligible	Negligible	NO	-	Negligible	Negligible	NO
on B1122 Aldeburgh Road/B1353 Aldringham Lane Junction	Four-arm priority junction on the edge of Aldringham with surrounding footways, bus stops and a public house, near some residential dwellings	Medium	Fewer than 30 hourly movements	Negligible	Negligible	NO	-	Negligible	Negligible	NO
B1069 Leiston Road/B1353 Aldringham Lane Junction	Three-arm priority junction on the edge of Coldfair Green with surrounding footways and a few residential dwellings	Low	Fewer than 30 hourly movements	Negligible	Negligible	NO	-	Negligible	Negligible	NO
	Four-arm priority junction in a rural area, with limited pedestrian facilities and a nearby church	Low	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
E-103/006/0	Public footpath which runs to the west of Thorpe Road, through agricultural fields (non-trafficked) within the Order limits	Negligible	Provisions: The trenchless HVDC crossing includes four drills that will be at depth below ground level. This alignment crosses the PRoW and access along the HVDC alignment is required by foot/quad bike for monitoring purposes during construction and operation.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
	Public footpath which runs southeast to northwest through a golf course and agricultural fields, largely non-trafficked, although shares a short section of access track	Low	Short Term Temporary Diversions: The HVDC cable route will cross the PRoW. Whilst the HVDC cable is being installed, a maximum of 2x temporary diversions (less than 400m additional distance) will be required for a duration of four weeks each (this will be the same diversion at different times within the programme). Once the cable is buried, the diversion will be removed and the existing PRoW route will include site fencing to allow PRoW users to safely cross the construction swathe. Haul Road Crossing: The temporary haul road will cross the PRoW (both the existing alignment and when this is temporarily diverted as above).	Small	Negligible	NO	-	Small	Negligible	NO
ie	Junction Junction A1094 Aldeburgh Road/B1069 Snape Road Junction A1094/B1122 Leiston Road/Church Farm Road Roundabout Junction B1122 Aldeburgh Road/B1353 Aldringham Lane Junction Junction A1094/Sternfield Road/Church Road Junction A1094/Sternfield Road/Church Road Junction	Infree-arm priority junction, no pedestrian facilities or sensitive receptors	Infree-arm priority junction, no pedestrian facilities or sensitive receptors Negligible	Incesarm priority junction, no pedestrian facilities or sensitive receptors A1094 Aideburgh Road/613669 Snape Road Junction A1094/B1122 Leiston Road/Church Farm Road Road/G1353 Aidringham Lan Road/Road/G1353 Aidringham Lan Road/G1353 Aidringham Lan Road/Road/Road/Road/Road/Road/Road/Road/	A1094 Aldeburgh Road/B1095 Snape Road Infree-arm priority junction, no pedestrian facilities or sensitive receptors Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible No change in overall level based on	A1094 Aldeburgh Road/B1095 Shape Road Ince-arm priority junction, no pedestrian facilities or sensitive receptors Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible Negligible Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible Negligible Negligible Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible Neg	Incesarm priority junction, no pedestrian facilities or sensitive receptors Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible Negligible Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible Negligible Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible Negligible Negligible Negligible Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible Ne	A1094 Aldeburgh Road/S1364 Shape Road In Free-arm priority junction on the edge of Addingham Lane Road/S1353 Aldringham Lane Road	In A1094 Aldsburgh Road/B 1965 Snape Road Junction A1094/B1122 Leiston Road/Church Farm Road Road/Church Farm Road Road/Church Farm Road Junction B1122 Aldsburgh Road/B 1965 Snape Road Junction B1069 Leiston Road/Church Road Junction B1069 Leiston Road/B 1955 Aldringham Lane Junction Junction A1094/Sternfield Road/Church Road Junction Four-arm priority junction on the edge of Coldiair cree with Surrounding footways and a poblic house, near some residential dwellings Low No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible No Pegligible No P	Increase any priority junction, no pedestrian facilities or sensitive receptors. Negligible No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds. Negligible Negligible No No No Negligible Negligible Negligible Negligible Negligible Negligible Negligible No No No Negligible Negligible Negligible Negligible No No No Negligible Negligible Negligible No No No Negligible Negligible No No No Negligible Negligible Negligible Negligible Negligible No No No Negligible Negligible Negligible No No No Negligible Negligible Negligible Negligible Negligible No No No Negligible Negligible No No No Negligible Negligible Negligible No No No Negligible Negligible Negligible No No No Negligible Negligible Negligible Negligible No No No Negligible Ne

					Long Term Temporary Diversion: The HVDC cable route will cross the PROW. To create a safer crossing point at the land boundary perimeter, a temporary diversion will be installed (less than 400m additional distance) for the full construction phase of the Proposed Project. The diverted route will include site fencing to cross the construction swaths.							
S-P3	PRoW	E-260/013/A	Public footpath which runs southeast to northwest through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	Haul Road Crossing: The temporary haul road will cross the diverted PROW (see above). Gates will be installed at each side of the temporary haul road (1x crossing point), where priority is given to the diverted PRoW. When construction vehicles require crossing, these gates will close off the PROW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).	Small	Negligible	NO	-	Small	Negligible	NO
					Long Term Temporary Diversion: An additional temporary diversion (less than 400m additional distance) will be installed (at a different location to the above, further to the west) for the full construction phase of the Proposed Project to bypass the NUO: cable route and temporary haul road at this western location, and to retain a connection with PROW E-260/1024. Short Term Temporary Diversions: Whilst the HVDC cable is being installed, a maximum of 2x temporary diversions (less than 400m additional							
S-P4	PRoW	E-260/012/A	Bridleway which runs north-south through agricultural fields, partly non-	Low	distance) will be required for a duration of four weeks each (this will be the same diversion at different times within the programs). Once the cable is buried, the diversion will be removed and the existing PROW route will include site fencing to allow PROW users to safely cross the construction swathe.	Small	Nestalla	NO		Small	Markatha	NO
5-P4	PROW	E-20U/U12/A	trafficked and partly along agricultural access tracks	LOW	Haul Road Crossing: The temporary haul road will cross the PRoW (both the existing alignment and when this is temporarily diverted as above). Cates will be installed at each side of the temporary haul road (1x crossing point of this PRoW at any given time), where priority is given to the	Small	Negligible	NO	-	Small	Negligible	NO
					PROW. When construction whicles require crossing, these gates will close off the PROW briefly then reopen once the crossing is complete (either Long Term Temporary Diversion. The HVDC Cable route and boilt begy interest with the PROW A temporary diversion (less than deditional distance) will be established prior to commencement of works due to high level of construction activity in this area. Once the Joint Bay has been installed and the cable is buried, the diversion will be removed and the existing PROW route will include site fencing to allow PROW users to safely cross the construction swather.							
S-P5	PRoW	E-354/002/0	Bridleway which runs east-west along a rural (lightly trafficked) access track serving agricultural uses	Medium	Haul Road Crossing: The temporary haul road will cross the PRoW (both the existing alignment and when this is temporarily diverted as above). Gates will be installed at each side of the temporary haul road (1x crossing point of this PRoW at any given time), where priority is given to the PRoW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).	Small	Minor	NO	-	Small	Minor	NO
					The temporary PRoW diversion (PRoW E-354/002/0) will separate PRoW users from the proposed construction works and construction traffic (except for at a single managed haul road crossing point). A medium magnitude of impact has been assigned given that the temporary diversion will be in place throughout the construction phase. Nonetheless, the diverted route will run parallel with the section to be temporarily closed (less							
S-P6	PRoW	E-354/001/0	Bridleway which runs north-south through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	Short Term Temporary Diversions: Interface between temporary attenuation pipe and the PROW. A maximum of 2x temporary diversions (less than 400m additional distance) will be required with a duration of four weeks each (this will be the same diversion at different time within the programme). This is required whilst the attenuation pipe is installed and removed as well as proposed utility diversion works. Site fencing will be installed along the existing PROW troute for the full construction phase of the Proposed Project.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-P7	PRoW	E-354/018/0	Public footpath which runs north-south through agricultural fields (non-trafficked)	Negligible	Short Term Temporary Diversions: Interface between temporary attenuation pipe and the PROW. A maximum of 2x temporary diversions (less than 400m additional distance) will be required with a duration of four weeks each whils the attenuation pipe is installed and removed like will be the same diversion at different times within the programme). Site fending will be installed along the existing PROW route for the full construction phase of the Proposed Project.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-P8	PRoW	E-354/007/A	Public footpath which runs northeast-southwest through agricultural	Negligible	Short Term Temporary Diversions: The PRoW crosses the location of an existing pylon that will require modification works during construction, as well as the HVDC cable route. A maximum of 2x temporary diversions (less than 400m additional distance) will be required with a duration of four weeks each (this will be the same diversion at different times within the programme). Once the cable is buried, the diversion will be removed and the existing PRoW route will include site fencing to allow PRoW users to safely cross the construction swathe.	Small	Negligible	NO	-	Small	Negligible	NO
			fields (non-trafficked)		Haul Road Crossing: The temporary haul road will cross the PROW (both the existing alignment and when this is temporarily diverted as above). Site fencing will be installed along the existing PROW with gates each side of the temporary haul road (1x crossing point of this PROW at any given time), where priority is given to the PROW. When construction vehicles require crossing, these gates will close off the PROW before the reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).							
			Public footpath which runs north-south along an agricultural access track		Permanent Diversion: This PROW runs north to south through the location of the proposed friston Substation, Overhead Line connections and HVDC cable route. The route continues south towards friston. This route will be permanently diverted (more than 400m additional distance) in alignment with Scottish Power Renewables' proposal at Friston. The diverted route brings the footpath to the east before crossing the HVDC cable swathe where during construction site fencing and gates will be installed. The diversion route then continues south through existing woodland and runs parallel with Grove Road before connecting into PROW E-354/007/A which then leads back to PROW E-354/006/0. Mitigation and landscaping at Friston has been considered with this proposed route.							
S-P9	PRoW	E-354/006/0	(lightly trafficked)	Low	Haul Road Crossing. The temporary haul road will cross the diverted PROW. Site fending to allow PROW users to safely cross the construction swathe will be installed. Gates will be installed at each side of the temporary haul road (1x crossing point), where priority is given to the diverted PROW. When construction vehicles require crossing, these gates will close off the PROW briefly then reopen once the crossing is complete (either by a bankman or by the diverte of the construction vehicle).	Negligible	Negligible	NO	-	Negligible	Negligible	NO
					Long Term Temporary Diversion: This PROW Intersects the combined HVDCHYAC swathe as well as temporary drainage. It is proposed to temporarily divert the PROW (less than 400m additional distance) to minimise impacts and retain connections with PROW E-354/006/0 to the east and PROW E-250/015/0 to the north. The diversion route will remain in place for the full construction phase.							
S-P10	PRoW	E-260/017/0	Public footpath which broadly runs north-south through agricultural fields, largely non-trafficked	Low	Haul Road Crossing: The temporary haul road will cross the diverted PRoW. Site fencing to allow PRoW users to safely cross the construction swathe will be installed. Gates will be installed at each side of the temporary haul road (1x crossing point), where priority is given to the diverted PRoW. When construction vehicles require crossing, these gates will close off the PRoW Priefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).	Small	Negligible	NO	-	Small	Negligible	NO
					Short Term Temporary Diversions: The PROW intersects the Friston permanent access road and permanent outfall pipe. A maximum of 2x temporary diversions (less than 400m additional distance) will be required to accommodate the construction of the access road and works in this area, with a duration of four weeks each (this will be the same diversion at different times within the programme.							
S-P11	PRoW	E-260/015/0	Public footpath which runs southwest-northeast through agricultural fields (non-trafficked)	Negligible	Short Term Temporary Diversions: The PROW Intersects the HVDCHVBC cable swathe alongside a HVBC Joint Bay. Whilst both cables and pinit hags are being installed, a maximum of 2x temporary diversions, less than 400m additional distance) will be required with a duration of four weeks each (this will be the same diversion at different times within the programme). Once both cables and joint bay are installed, the diversion will be removed. Following the removal of the above diversion, the existing PROW will include site fencing to allow PROW users to safely cross the construction swathe.	Small	Negligible	NO	-	Small	Negligible	NO
					Haul Road Crossing: The temporary haul road will cross the PROW (both the existing alignment and when this is temporarily diverted as above). Gates will be installed at each side of the temporary haul road (1x crossing point of this PROW at any given time), where priority is given to the							
S-P12	PRoW	E-260/016/0	Public footpath which runs southwest-northeast along fields and an access road (lightly trafficked)	Medium	Series will be installed a decolated or the retipodary faul and 1 to cossing point or the review at all yighent mile, where priority is given to me. Short Term Temporary Diversions: The PROW intersects the Friston permanent access road. A maximum of 2x temporary diversions files than 400m additional distance) will be required to accommodate the construction of the access road with a duration of four weeks each (this will be the same diversion at different times within the programme). Once the access road has been constructed, the diversion will be Haul Road Crossing: As part of the above the diverted PROW will cross the haul road. When used during construction, site fencing will be installed	Small	Minor	NO	-	Small	Minor	NO
					along the diverted route with gates each side of the temporary haul road (1x crossing point), where priority is given to the PROW. Wincoss And the American Section 1 where priority is given to the PROW. When Short Term Temporary Diversion: The PROW intersects both HVDC and HVAC cables, haul road and temporary outfall pipe. During installation of							
S-P13	PRoW	E-491/010/0	Bridleway which runs southwest-northeast along rural (lightly trafficked) access tracks serving agricultural uses	Medium	short re lin relipida by ownershim the received measures and the cables, had local and temporary outfall pipe, the route will need to be closed for a maximum duration of four weeks and a temporary diversion (less than 400m additional distance, for up to four weeks) will be put in place. Once both cables are installed, the diversion will be removed. Following the removal of the above diversion, the existing PROW will include site fencing to allow PROW users to safely cross the construction swatch.	Small	Minor	NO	-	Small	Minor	NO
					Haul Road Crossing: The temporary haul road will cross the PROW (both the existing alignment and when this is temporarily diverted as above). It is proposed the PROW will remain open and include site fencing along the construction swathe to allow PROW users to safely cross. Gates will be							
		•										*

S-P14	PRoW	E-491/006/0	Public footpath which runs east-west through agricultural fields (non-trafficked) within the Order limits	Negligible	Long Term Temporary Diversion: The PRoW intersects with the converter/cable construction compound and a temporary diversion (more than 400m additional distance) will be required throughout the construction phase. It is proposed that the temporary diversion will run parallel with BI119 heading east and rejoin the estisting PRoW at the north east of the converter station location. This long-term temporary diversion will act in conjunction with a permanent diversion route for PRoW E-491/005/0 (see below) which is proposed to feed across the permanent access road and south of Saxmundham converter station, acting as an alternate route. This PRoW will be reinstated post construction. The temporary of PRoW E-491/006/0 is required to avoid a construction compound. A large magnitude of impact has been assigned given that the temporary diversion will be in place throughout the construction programme with an additional journey length of more than 400m. Nonetheless, the measures set out within the Outline PRoWMP are designed to reduce the impact of this diversion on users of PRoW E-491/006/0. For example, the diversion will be in place throughout the organization of PRoW E-491/005/0 to improve the connectivity between routes and to allow PRoW users to use alternative routes if desired.	Small	Negligible	NO	-	Small	Negligible	NO
S-P15	PRoW	E-491/005/0	Public footpath which runs north-south through agricultural fields (non-trafficked) within the Order limits	Negligible	Permanent Diversion: This PROW will require a permanent closure due to it passing through the location of the Samundham converter site. A permanent diversion route (more than 400m additional distance) will run towards and past Wood Farm before heading south carsos the permanent access road. The diverted route then feeds south of the converter site before typing back into the existing route. The diversion will be place during construction where site measures (e.g. pated crossings as esewhere) will be put in place. The permanent solution is dependent on further development of landscaping and militigation. A dropped kerb crossing point will be provided where this crosses the permanent access road. This permanent diversion will act to conjunction within a long-term temporary diversion route for PROWE 4-91/000/00 (see above) will redee east along the B1119 and rejoin the existing PROW E-491/006/00 at the north east of the converter station location. Haul Road Crossing. As part of the above the diverted PROW will cross the haul road. When used during construction, site fencing will be installed along the diverted route with plates each side of the temporary haul road. When used during construction, site fencing will be installed along the diverted route with plates each side of the temporary haul road. Of x crossing point), where protryit is given to the PROW. When construction whicles require crossing, these gates will close off the PROW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle). The permanent diversion of PROW E-491/005/03 is required to avoid Saxmundham Converter Station. A large magnitude of impact has been	Small	Negligible	NO	-	Small	Negligible	NO
S-P16	PRoW	E-491/004/0	Public footpath which runs east-west through agricultural fields and is predominantly non-trafficked	Low	The parameter reporary Diversion interface between permanent attenuation pipe and PRoW. A temporary diversion (literates between permanent attenuation pipe and PRoW. A temporary diversion (literates between permanent attenuation pipe and PRoW. A temporary diversion (literates and own additional distance) will be required for a duration of four weeks whilst the attenuation pipe has been installed, the frening will be installed along the existing PRoW will which will be temporarily stopped up). Once the attenuation pipe has been installed, the diversion will be removed and access to stein PRoW will	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-P17	PRoW	E-460/023/0	Public footpath which runs north-south along an agricultural access track (lightly trafficket)	Low	short Term Temporary Diversion: The northern portion of this PRoVI will be temporarily diverted (less than 400m additional distance) for approximately five months whilst the road to Wood Farm is used for access during the initial mobilisation works for the Proposed Project. Once mobilisation access is complete the route will be reinstated. Both the existing (and temporarily diverted) alignment of this PRoW will form a connection between the temporary diversion route for PRoW E +497/006/0 and the permanent diversion route for PRoW E +497/005/0 (see above). The temporary diversion of PRoW E -460/023/0 will separate PRoW users from proposed construction traffic along an initial mobilisation access. A medium magnitude of impact has been assigned given that the temporary diversion will be in place for circa five months. Nonetheless, the diverted route will run parallel with the section to be temporarily closed (less than 50m increase in journey length expected) and the measures set out within the Outline PRoWMP are designed to reduce the impact of this devision on users of PROW E +400/023/0.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-W1	National Walking Route	King Charles III England Coast Path	Within the Order limits, the England Coast Path runs north-south along the eastern side of Thorpe Road (off-carriageway) using existing walking routes	Medium	Provisions: The trenchless HVDC crossing includes four drills that will be at depth below ground level. This alignment crosses the route: access along the HVDC alignment is required by foot/quad bike for monitoring purposes during construction and operation.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-W2	Regional Walking Route	Suffolk Coast Path	Within the Order limits, this comprises a public footpath which runs through agricultural fields to the west of Thorpe Road, as well as a pedestrian route which crosses. Thorpe Road to the east and continues northwards parallel to the coastline towards Thorpeness	Medium	Provisions: The trenchless HVDC crossing includes four drills that will be at depth below ground level. This alignment crosses the route and access along the HVDC alignment is required by foot/quad bike for monitoring purposes during construction and operation.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-W3	Regional Walking Route	Sandlings Walk	Within the Order limits, this runs along a bridleway (E-354/002/0) which runs east-west along a runal (lightly trafficed) access track serving agricultural uses	Medium	Long Term Temporary Diversion: The HVDC Cable route and Joint Bay interact with the route. A temporary diversion (less than 400m additional distance) will be established prior to commencement of works due to high level of construction activity in this area. Once the Joint Bay has been installed and the cable is buried, the diversion will be removed and the easting route will include site fencing to allow users to safely cross the installed and the cable is buried, the diversion will be removed and the easting notine will include site fencing to allow users to safely cross the construction swaths. Haul Road Crossing: The temporary haul road will cross the route (both the existing alignment and when this is temporary diverted as above). Cates will be installed at each side of the temporary haul road (1x crossing point of this route at any given time), where priority is given to route users. When construction vehicles require crossing, these gates will close off the route briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction whicle). The temporary diversion of Sandlings Walk (which will be shared with PROW E.354/002/0) will separate users from the proposed construction works and construction traffic (except for at a single managed haul road crossing point). A medium magnitude of impact has been assigned given that the temporary diversion will be in place throughout the construction phase. Nonetheless, the diverted route will run parallel with the section to be temporary diversion on will be online roase in longer longer longer dependent and the measures set out within the Outline PROW this will also	Small	Minor	NO	-	Small	Minor	NO
S-C1	Regional Cycling Route	Regional Cycle Route 42	On-carriageway cycle route which runs along rural roads within the study area including a short section of the A1094, Mill Road, Grove Road, School Road, Church Road and the B119 Saxmundham Road towards Abbey Lane. This crosses the Order Limits on Grove Road.	Medium	Short Term Temporary Diversion. Open cut HVDC installation required each of the intended set of the intend	Negligible	Negligible	NO	-	Negligible	Negligible	NO

S-RL2 Road Link A12 (between S-RL3 Road Link A12 (between S-RL4 Road Link A12 (north of S-RL5 Road Link B1121 Main Roa S-RL6 Road Link B1121 Main Roa S-RL7 Road Link B1119 Church S	2 (south of A1094) Refar A1094 & B1121 Main Rd south junction) MI B1121 Main Road junctions) of B1121 Main Road northern junction) Th Main Road (east of A12) If d (south of B1119 Church Street) Treet (east of B1121 Main Road) Treet (east of B1121 Main Road)	Description The link is a main 'A Road and forms part of the SCC Strategic Lorry Route. The A12 through Fannham and Stratford St. Andrew is fronted by residential properties with little separation from the road. South of antham there is sportade frontage development. Low queuing (3-4 wehs) experienced on A12 approach to junction with A194. The link is a main 'A' Road and forms part of the SCC Strategic Lorry Route. There is sportade frontage development along this section. Minimal queuing (2-4 vehs) experienced in the A12 approachs to these productions. The link is a main 'A' Road and forms part of the SCC Strategic Lorry Route. There is sportade frontage development along this section. Minimal queuing (0-2 vehs) experienced on the A12 between these junctions. The link is a main 'A' Road and forms part of the SCC Strategic Lorry Route. There is sportade frontage development along the Route Product Product Product (1-4 vehs) experienced on the A12 between these junctions. The link is a main 'A' Road and forms part of the SCC Strategic Lorry Route. North of the B122 there is sporadif frontage development. Horough Yorkord the A12 is fronted by residential properties and a public bouse. South of Vordorf there is sporadif frontage development. Minimal queuing (0-2 vehs) experienced on A12 approach to junction with B121. The link is targely in a rural settling, with a flootway running along one side. With B121 approach to junction with A12. The link is stagely by a part of the South where there are footways on both sides and residential/employment uses. Moderate queuing (5-9 vehs) experienced on B121 approach to junction with the is there are footways on both sides and residential/employment uses. Moderate queuing (5-9 vehs) experienced on B121 approach to gueuing (6-9 vehs) experienced on worship. High equeuing (10-4 vehs) experienced on worship. High equeuing (10-4 vehs) experienced deversible. High equeuing (10-4 vehs) experienced deversible. High equeuing (10-4 vehs) experienced deversible. High equeuing	Sensitivity Low Negligible Negligible Negligible Low Medium	Impact When not fewer than 30 hourly movements, <30% total traffic increase (all time periods) When not fewer than 30 hourly movements, <30% total traffic increase (all time periods) When not fewer than 30 hourly movements, <30% total traffic increase (all time periods) When not fewer than 30 hourly movements, <30% total traffic increase (all time periods)	Preliminary Magnitude Negligible Negligible Negligible Negligible	Preliminary Effect Negligible Negligible Negligible Negligible	Significant NO NO NO NO	Additional Mitigation/ Considerations	Residual Magnitude Negligible Negligible Negligible Negligible	Residual Effect Negligible Negligible Negligible	NO NO NO
S-RL2 Road Link A12 (between S-RL3 Road Link A12 (between S-RL4 Road Link A12 (north of S-RL5 Road Link B1121 Main Roa S-RL6 Road Link B1121 Main Roa S-RL7 Road Link B1119 Church S	2 (south of A1094) Refar A1094 & B1121 Main Rd south junction) MI B1121 Main Road junctions) of B1121 Main Road northern junction) Th Main Road (east of A12) If d (south of B1119 Church Street) Treet (east of B1121 Main Road) Treet (east of B1121 Main Road)	Route. The AT2 through Farnham and Stratford St. Andrew is fronted by residential properties with little separation from the road. South of arrham there is sporadic frontage development. Low quesing (3-4 whs) experienced on AT2 approach to junction with AT3. The link is a main "A Road and forms part of the SCC Strategic Lorry Route. There is sporadic frontage development along this section. Minimal questing C2-verbs operienced on the AT2 approaches to these junctions. The link is a main "A Road and forms part of the SCC Strategic Lorry Route. There is sporadic frontage development along this section. Minimal questing C2-verbs) operienced on the AT2 approaches the Section. Within and questing C2-verbs) operienced on the AT2 approaches the Minimal questing C2-verbs) operienced on the AT2 between these junctions. The link is a main "A Road and forms part of the SCC Strategic Lorry Route. There is sporadic frontage development. With the AT2 is fronted by read in the properties of the AT2 between the Section of the AT2 between the AT2 approach on AT2 approach to junction with BT21. The link is largely in a rural setting, with a Tootway running along one side. Ow questing C4-verb) experienced on BT127 approach to junction with both sides and residential/employment uses. Moderate questing (5-9 verb) experienced on BT127 approach to signalised junction. The link is largely in a rural setting, with a Gotway running along one side. AT2.	Negligible Negligible Negligible Low	When not fewer than 30 hourly movements, <30% total traffic increase (all time periods) When not fewer than 30 hourly movements, <30% total traffic increase (all time periods) When not fewer than 30 hourly movements, <30% total traffic increase (all time periods)	Negligible Negligible Negligible	Negligible Negligible	NO NO		Negligible Negligible	Negligible Negligible	NO NO
S-RL3 Road Link A12 (botween S-RL4 Road Link A12 (north of S-RL5 Road Link B1121 S-RL6 Road Link B1121 Main Roa S-RL7 Road Link B1119 Church S S-RL7 Road Link B1119 Church S	junction) Mi n B1121 Main Road junctions) of B1121 Main Road northern junction) h Main Road (east of A12) to d (south of B1119 Church Street) treet (east of B1121 Main Road) Th	Route. There is sporadic frontage development along this section. Infilmial queuing (27 verbs) experienced on the A12 approachs to these junctions. The link is a main "A Boad and forms part of the SCC Strategic Lorry Route. There is sporadic frontage development along this section. Minimal queuing (20 verbs) experienced on the A12 between these junctions. The link is a main "A Boad and forms part of the SCC Strategic Lorry Route. North of the B1122 there is sporadic frontage development. Hough Yord of the A12 is fornted by residental properties and a public house. South of Yordrord there is sporadic frontage development. Minimal queuing (2 verbs) experienced on A12 approach to junction with B1121. The link is largely in a rural setting, with a footway running along one side. ow queuing (3-4 verbs) experienced on B1121 approach to junction with A122. The link enters Saxmundham from the south where there are footways verb yeaprelined on B1121 approach to signalised junction. the link is largely in a rural setting, entering Saxmundham from the east where there are footways on both sides and residential/employment.	Negligible Negligible Low	When not fewer than 30 hourly movements, <30% total traffic increase (all time periods) When not fewer than 30 hourly movements, <30% total traffic increase (all time periods)	Negligible Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL4 Road Link A12 (north of S-RL5 Road Link B1121 Main Road Link B1121 Main Road Link B1121 Main Road Link B1119 Church S-RL7 Road Link B1111 Aldobu	n B1121 Main Road junctions) of B1121 Main Road northern junction) Main Road (east of A12) Ind (south of B1119 Church Street) treet (east of B1121 Main Road)	Route. There is sporadic frontage development along this section. Minimal queuing O2-whs) experienced on the A12 between these junctions. The link is a main "A fload and forms part of the SCC Strategic Lorry Route. North of the B1122 there is sporadic frontage development. Inough Vordorf the A12 is fornted by residential properties and a public house. South of Voxford there is sporadic frontage development. Minimal queuing (G2 vehe) experienced on A12 approach to junction with B1121. The link is largely in a rural setting, with a footway running along one side. ow queuing G3-4 vehs) experienced on B1121 approach to junction with A122. The link enters Saxmundham from the south where there are footways both sides and residential/employment uses. Moderate queuing (5-9 vehs) experienced on B1121 approach to signalised junction. The link is largely in a rural setting, entering Saxmundham from the east where there are footways on both sides and residential/employment/	Negligible Low	When not fewer than 30 hourly movements, <30% total traffic increase (all time periods)	Negligible			-			
S-RL5 Road Link B1121 Main Roa S-RL6 Road Link B1121 Main Roa S-RL7 Road Link B1119 Church S	of B1121 Main Road northern Junction) Main Road (east of A12) In Lo d (south of B1119 Church Street) on treet (east of B1121 Main Road)	Route. North of the 81122 there is sporadic frontage development. hough Sordorf the 7212 fornted by residential properties and a public house. South of Yoxford there is sporadic frontage development. Minimiral queuing (0.2 vehy) experienced on A12 approach to junction with B1121. ne link is largely in a rural setting, with a footway running along one side. ow queuing (3-4 vehy) experienced on B1121 approach to junction with A122. The link enters Saxmundham from the south where there are footways both sides and residential/employment uses. Moderate queuing (5-9 vehy) experienced on B1121 approach to signalised junction. the link is largely in a rural setting, entering Saxmundham from the east where there are footways on both sides and residential/employment/	Low			Negligible	NO	-	Negligible	Negligible	NO
S-RL6 Road Link B1121 Main Roa S-RL7 Road Link B1119 Church S	Main Road (east of A12) Lo If d (south of B1119 Church Street) on The treet (east of B1121 Main Road) The treet (east of B1121 Main Road)	ow queuing (3.4 vehs) experienced on 81121 approach to junction with A12. The link enters Saxmundham from the south where there are footways, on both sides and residential/employment uses. Moderate queuing (5.9 vehs) experienced on 81121 approach to signalised junction. The link is targely in a rural setting, entering Saxmundham from the east where there are footways on both sides and residential/employment/		When not fewer than 30 hourly movements, <60% total traffic increase (all time periods)	Cmall						1
S-RL7 Road Link B1119 Church S	on treet (east of B1121 Main Road) The Wreet (east of B1121 Main Road)	on both sides and residential/employment uses. Moderate queuing (5-9 wehs) experienced on B1121 approach to signalised junction. The link is largely in a rural settling, entering Saxmundham from the east where there are footways on both sides and residential/employment/	Medium		SIIIdii	Negligible	NO	-	Small	Negligible	NO
S DLD Bood Link B1121 Aldebu	treet (east of B1121 Main Road) Wre	where there are footways on both sides and residential/employment/		Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
	TI Decid Section of ASSOCIATION CO.	on B1119 approach to signalised junction.	High	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
		The link forms part of the SCC Zone local access routes for HGVs. South of Sternfield to Friston there is sporadic frontage development. Minimal queuing (0-2 vehs) experienced on B1121 approach to junction with A1094.	Negligible	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL9 Road Link B1121 Saxmund		The link forms part of the SCC Zone local access routes for HGVs. Through the village of Friston there are residential properties, a public house and play area that front directly no to the road. Minimal queuing (0-2 vehs) experienced on the B1121 north of Grove Road.	Negligible	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL10 Road Link A1094 (between	en A12 and B1069 Snape Road) Sr	The link forms part of the SCC Zone distributor routes for HGVs. South of 12 there is sporadic frontage development. Through the village of Snape there are residential properties and church along the road. South of Snape there is sporadic frontage development. Regional Cycle Route 42 runs along the A1094 between Priory Road and Mill Road. Moderate ueuing (5-9 web) experienced on A1094 approach to junction with A12.	Medium	When not fewer than 30 hourly movements, <60% total traffic increase (all time periods)	Small	Minor	NO	-	Small	Minor	NO
	gh Road (between B1069 Snape	The link forms part of the SCC local access routes for HGVs. From the unction with the B1121 / B1069 there is sporadic frontage development. Upon entering Aldeburgh there are a number of residential proprities and shops that front the road. Minimal queuing (0.2 vehs) experienced on A1094 approach to roundabout.	Negligible	When not fewer than 30 hourly movements, <30% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL12 Road Link B1069 Snape Road	and Aldringham Lane) the	the link forms part of the SCC Zone distributor routes for HGVs. North of the A1094 there is sporadic frontage development. Moderate queuing (5- 9 vehs) experienced on B1069 approach to junction with A1094.	Medium	When not fewer than 30 hourly movements, <60% total traffic increase (all time periods), except weekday 18:00-19:00 (magnitude reduced to consider low baseline flow and/or higher peak baseline flows without development at another time)	Small	Minor	NO	-	Small	Minor	NO
	toad (between A1094 Aldeburgh	Through the built-up area of Aldeburgh there are residential properties of a public house that front directly on to the road Between Aldeburgh and the B1353 there are a number of residential properties. Minimal ueuing (0-2 vehs) experienced on the B1122 leiston Road approaches to these junctions.	Negligible	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ1 Road Junction A	12/A1094 Junction faci	Three-arm priority junction with single lane dualling, no pedestrian icilities or sensitive receptors. Moderate queuing (5-9 vehs) experienced on up to two arms during the weekday peak hours.	Medium	When not fewer than 30 hourly movements, <30% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ2 Road Junction A12/E	Th F1121 (South) Junction	Three-arm priority junction with single lane dualling, limited pedestrian facilities, cycle route, no sensitive receptors. Low queuing (3-4 vehs) experienced on one arm during the weekday peak hours.	Low	When not fewer than 30 hourly movements, <60% total traffic increase (all time periods)	Small	Negligible	NO	-	Small	Negligible	NO
S-RJ3 Road Junction A		Three-arm priority junction with single lane dualling, no pedestrian icilities or sensitive receptors. Moderate queuing (5-9 vehs) experienced on one arm during the weekday peak hours.	Medium	When not fewer than 30 hourly movements, <30% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ4 Road Junction A12/E		fhree-arm priority junction with a ghost island right turn, no pedestrian facilities or sensitive receptors. Low queuing (3-4 vehs) experienced on one arm during the weekday peak hours.	Low	When not fewer than 30 hourly movements, <30% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ5 Road Junction A		Three-arm priority junction with a ghost island right turn, limited bedestrian facilities, near some residential dwellings. Moderate queuing (5-9 vehs) experienced on one arm during the weekday peak hours.	Medium	When not fewer than 30 hourly movements, < 30% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ6 Road Junction B1121 Main Ro	oad/B1121 Church Hill Junction	Three-arm priority junction, surrounding footways and a bus stop, near some residential/employment uses. Very low queuing (0-2 vehs) experienced on all arms during the weekday peak hours.	Negligible	When not fewer than 30 hourly movements, <60% total traffic increase (all time periods)	Small	Negligible	NO	-	Small	Negligible	NO
S-RJ7 Road Junction B1121 Main Ro	ad/B1119 Church Hill Signalised qu Junction	Four-arm signalised junction in the centre of Saxmundham with high street/employment uses, footways, pedestrian crossings etc. High queuing (10- vehs) experienced on one arm and moderate queuing (5-9 vehs) experienced on the remaining arms during the weekday peak hours.	High	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJB Road Junction B1121 Saxmund	ham Road/Grove Road/Mill Road put	Four-arm crossroads junction in Friston, near residential dwellings, a ublic house and a playground, with footways and nearby bus stops. Very ow queuing (0-2 vehs) experienced on all arms during the weekday peak hours.	Negligible	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO		Negligible	Negliaible	NO

S-RJ9	Road Junction	A1094 Aldeburgh Road/B1121 Aldeburgh Road Junction	Three-arm priority junction, no pedestrian facilities or sensitive receptors. Very low queuing (0-2 vehs) experienced on all arms during the weekday peak hours.	Negligible	When not fewer than 30 hourly movements, <60% total traffic increase (all time periods)	Small	Negligible	NO	-	Small	Negligible	NO
S-RJ10	Road Junction	A1094 Aldeburgh Road/B1069 Snape Road Junction	Three-arm priority junction, no pedestrian facilities or sensitive receptors. Moderate queuing (5-9 vehs) experienced on one arm during the weekday peak hours during the weekday peak hours.	Medium	When not fewer than 30 hourly movements, <60% total traffic increase (all time periods)	Small	Minor	NO	-	Small	Minor	NO
S-RJ11	Road Junction	A1094/B1122 Leiston Road/Church Farm Road Roundabout	Four-arm roundabout in Aldeburgh, surrounded by footways with some crossings, near residential dwellings, retail uses and a public house. Very low queuing (0-2 vehs) experienced on all arms during the weekday peak hours.	Negligible	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ12	Road Junction	B1122 Aldeburgh Road/B1353 Aldringham Lane Junction	Four-arm priority junction on the edge of Aldringham with surrounding footways, bus stops and a public house, near some residential dwellings. Moderate queuing (5-9 whs) experienced on one arm during the weekday peak hours	Medium	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ13	Road Junction	B1069 Leiston Road/B1353 Aldringham Lane Junction	Three-arm priority junction on the edge of Coldfair Green with surrounding footways and a few residential dwellings. Low queuing (3-4 vehs) experienced on one arm during the weekday peak hours.	Low	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ14	Road Junction	A1094/Sternfield Road/Church Road Junction	Four-arm priority junction in a rural area, with limited pedestrian facilities and a nearby church. High queuing (10+ vehs) experienced on one arm during the weekday peak hours.	High	When not fewer than 30 hourly movements, <30% total traffic increase (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO

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Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Preliminary Magnitude	Preliminary Effect	Significant	Additional Mitigation/ Considerations	Residual Magnitude	Residual Effect	Significant
S-RL1	Road Link	A12 (south of A1094)	Nine collisions (including one serious) in five years, collision rate comparable to national average for a rural A-road (sensitivity kept as High)	High	Three time periods are <30% total traffic increase AND <10% HGV increase (negligible), with remaining four periods exceeding one or both criteria	Small	Minor	NO		Small	Minor	NO
S-RL2	Road Link	A12 (between A1094 & B1121 Main Rd south junction)	No collisions in five years	Negligible	Majority (five) time periods are <30% total traffic increase AND <10% HGV increase (negligible), with only two remaining time periods exceeding one or both criteria	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL3	Road Link	A12 (between B1121 Main Road junctions)	Four collisions (including three serious) in five years, collision rate below national average for a rural A-road (sensitivity reduced to Medium)	Medium	Majority (five) time periods are <30% total traffic increase AND <10% HGV increase (negligible), with only two remaining time periods exceeding one or both criteria	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL4	Road Link	A12 (north of B1121 Main Road northern junction)	Seven collisions (including three serious) in five years, collision rate comparable to national average for a rural A-road (sensitivity kept as High)	High	Majority (five) time periods are <30% total traffic increase AND <10% HGV increase (negligible), with only two remaining time periods exceeding one or both criteria	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL5	Road Link	B1121 Main Road (east of A12)	One slight collision in five years	Negligible	Three time periods are <30% total traffic increase AND <10% HGV increase (negligible), with remaining four periods exceeding one or both criteria	Small	Negligible	NO	-	Small	Negligible	NO
S-RL6	Road Link	B1121 Main Road (south of B1119 Church Street)	One slight collision in five years	Negligible	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL7	Road Link	B1119 Church Street (east of B1121 Main Road)	Seven collisions (none serious or fatal) in five years, collision rate higher than national average for all other roads (sensitivity kept as High)	High	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL8	Road Link	B1121 Aldeburgh Road (between A1094 and B1121 Saxmundham Road)	No collisions in five years	Negligible	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL9	Road Link	B1121 Saxmundham Road (north of Grove Road)	Two slight collisions in five years	Negligible	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL10	Road Link	A1094 (between A12 and B1069 Snape Road)	Four collisions (including two serious) in five years, collision rate below national average for a rural A-road (sensitivity reduced to Low)	Low	Three time periods are <30% total traffic increase AND <10% HGV increase (negligible), with remaining four periods exceeding one or both criteria	Small	Negligible	NO	-	Small	Negligible	NO
S-RL11	Road Link	A1094 Aldeburgh Road (between B1069 Snape Road and B1122 Leiston Road)	Five collisions (including three serious) in five years, collision rate higher than national average for a rural A-road (sensitivity kept as High)	High	Majority (five) time periods are <30% total traffic increase AND <10% HGV increase (negligible), with only two remaining time periods exceeding one or both criteria	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL12	Road Link	B1069 Snape Road (between A1094 Aldeburgh Road and Aldringham Lane)	Three collisions (including two serious) in five years, collision rate below national average for a rural other road (sensitivity reduced to Low)	Low	Three time periods are <30% total traffic increase AND <10% HGV increase (negligible), with remaining four periods exceeding one or both criteria	Small	Negligible	NO	-	Small	Negligible	NO
S-RL13	Road Link	B1122 Leiston Road (between A1094 Aldeburgh Road and Aldringham Lane)	Seven collisions (including one serious) in five years, collision rate higher than national average for a rural A-road (sensitivity kept as High)	High	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO		Negligible	Negligible	NO
S-RJ1	Road Junction	A12/A1094 Junction	Eight collisions (including four serious) in five years	High	Three time periods are <30% total traffic increase AND <10% HGV increase (negligible), with remaining four periods exceeding one or both criteria	Small	Minor	NO		Small	Minor	NO
S-RJ2	Road Junction	A12/B1121 (South) Junction	One slight collision in five years	Negligible	Only two time periods are <30% total traffic increase AND <10% HGV increase (negligible), with remaining five periods exceeding one or both criteria	Medium	Negligible	NO	-	Medium	Negligible	NO
S-RJ3	Road Junction	A12/B1119 Junction	Six collisions (including three serious) in five years	High	Majority (five) time periods are <30% total traffic increase AND <10% HGV increase (negligible), with only two remaining time periods exceeding one or both criteria	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ4	Road Junction	A12/B1121 (North) Junction	One slight collision in five years	Negligible	Majority (five) time periods are <30% total traffic increase AND <10% HGV increase (negligible), with only two remaining time periods exceeding one or both criteria	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ5	Road Junction	A12/B1122 Junction	Three collisions (including one serious) in five years	Low	Majority (five) time periods are <30% total traffic increase AND <10% HGV increase (negligible), with only two remaining time periods exceeding one or both criteria	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ6	Road Junction	B1121 Main Road/B1121 Church Hill Junction	No collisions in five years	Negligible	Three time periods are <30% total traffic increase AND <10% HGV increase (negligible), with remaining four periods exceeding one or both criteria	Small	Negligible	NO	-	Small	Negligible	NO
S-RJ7	Road Junction	B1121 Main Road/B1119 Church Hill Signalised Junction	Two slight collisions in five years	Negligible	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ8	Road Junction	B1121 Saxmundham Road/Grove Road/Mill Road Junction	No collisions in five years	Negligible	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ9	Road Junction	A1094 Aldeburgh Road/B1121 Aldeburgh Road Junction	One slight collision in five years	Negligible	Three time periods are <30% total traffic increase AND <10% HGV increase (negligible), with remaining four periods exceeding one or both criteria	Small	Negligible	NO	-	Small	Negligible	NO
S-RJ10	Road Junction	A1094 Aldeburgh Road/B1069 Snape Road Junction	Two slight collisions in five years	Negligible	Three time periods are <30% total traffic increase AND <10% HGV increase (negligible), with remaining four periods exceeding one or both criteria	Small	Negligible	NO	-	Small	Negligible	NO
S-RJ11	Road Junction	A1094/B1122 Leiston Road/Church Farm Road Roundabout	Four collisions (including one serious) in five years	Low	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ12	Road Junction	B1122 Aldeburgh Road/B1353 Aldringham Lane Junction	One slight collision in five years	Negligible	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO		Negligible	Negligible	NO
S-RJ13	Road Junction	B1069 Leiston Road/B1353 Aldringham Lane Junction	One slight collision in five years	Negligible	Fewer than 30 hourly movements (all time periods)	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ14	Road Junction	A1094/Sternfield Road/Church Road Junction	Two collisions (including one serious) in five years	Low	Four time periods are <30% total traffic increase AND <10% HGV increase (negligible), with remaining three periods exceeding one or both criteria	Small	Negligible	NO	-	Small	Negligible	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Preliminary Magnitude	Preliminary Effect	Significant	Additional Mitigation/ Considerations	Residual Magnitude	Residual Effect	Significant
S-RL1	Road Link	A12 (south of A1094)	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AlLs and Hazardous Loads (to be managed). Small magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
S-RL2	Road Link	A12 (between A1094 & B1121 Main Rd south junction)	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AILs and Hazardous Loads (to be managed). Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
S-RL3	Road Link	A12 (between B1121 Main Road junctions)	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AILs and Hazardous Loads (to be managed). Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
S-RL4	Road Link	A12 (north of B1121 Main Road northern junction)	One serious collision involving a large vehicle in the last five years	Low	Limited AlLs and Hazardous Loads (to be managed). Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
S-RL5	Road Link	B1121 Main Road (east of A12)	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AlLs and Hazardous Loads (to be managed). Small magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
S-RL6	Road Link	B1121 Main Road (south of B1119 Church Street)	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	No AlLs or Hazardous Loads. Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL7	Road Link	B1119 Church Street (east of B1121 Main Road)	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	No AlLs or Hazardous Loads. Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL8	Road Link	B1121 Aldeburgh Road (between A1094 and B1121 Saxmundham Road)	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	No AlLs or Hazardous Loads. Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL9	Road Link	B1121 Saxmundham Road (north of Grove Road)	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	No AlLs or Hazardous Loads. Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL10	Road Link	A1094 (between A12 and B1069 Snape Road)	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AlLs and Hazardous Loads (to be managed). Small magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
S-RL11	Road Link	A1094 Aldeburgh Road (between B1069 Snape Road and B1122 Leiston Road)	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	No AlLs or Hazardous Loads. Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL12	Road Link	B1069 Snape Road (between A1094 Aldeburgh Road and Aldringham Lane)	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AILs and Hazardous Loads (to be managed). Small magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
S-RL13	Road Link	B1122 Leiston Road (between A1094 Aldeburgh Road and Aldringham Lane)	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AlLs and Hazardous Loads (to be managed). Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
S-RJ1	Road Junction	A12/A1094 Junction	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AlLs and Hazardous Loads (to be managed). Small magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
S-RJ2	Road Junction	A12/B1121 (South) Junction	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AlLs and Hazardous Loads (to be managed). Medium magnitude identified for assessment of Road Safety, but <60% increase in HGVs during all weekday time periods.	Small	Negligible	NO	-	Small	Negligible	NO
S-RJ3	Road Junction	A12/B1119 Junction	One serious collision involving a large vehicle in the last five years	Low	Limited AlLs and Hazardous Loads (to be managed). Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
S-RJ4	Road Junction	A12/B1121 (North) Junction	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AlLs and Hazardous Loads (to be managed). Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
S-RJ5	Road Junction	A12/B1122 Junction	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AlLs and Hazardous Loads (to be managed). Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
S-RJ6	Road Junction	B1121 Main Road/B1121 Church Hill Junction	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AlLs and Hazardous Loads (to be managed). Small magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
S-RJ7	Road Junction	B1121 Main Road/B1119 Church Hill Signalised Junction	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	No AlLs or Hazardous Loads. Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ8	Road Junction	B1121 Saxmundham Road/Grove Road/Mill Road Junction	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	No AlLs or Hazardous Loads. Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ9	Road Junction	A1094 Aldeburgh Road/B1121 Aldeburgh Road Junction	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AlLs and Hazardous Loads (to be managed). Small magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
S-RJ10	Road Junction	A1094 Aldeburgh Road/B1069 Snape Road Junction	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AlLs and Hazardous Loads (to be managed). Small magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
S-RJ11	Road Junction	A1094/B1122 Leiston Road/Church Farm Road Roundabout	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	No AlLs or Hazardous Loads. Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RJ12	Road Junction	B1122 Aldeburgh Road/B1353 Aldringham Lane Junction	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AlLs and Hazardous Loads (to be managed). Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
S-RJ13	Road Junction	B1069 Leiston Road/B1353 Aldringham Lane Junction	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AILs and Hazardous Loads (to be managed). Negligible magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO
S-RJ14	Road Junction	A1094/Sternfield Road/Church Road Junction	No serious or fatal collisions involving a large vehicle in the last five years	Negligible	Limited AlLs and Hazardous Loads (to be managed). Small magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO

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Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Preliminary Magnitude	Preliminary Effect	Significant	Additional Mitigation/Considerations	Residual Magnitude	Residual Effect	Significant
S-P1	PRoW	E-103/006/0	Public footpath which runs to the west of Thorpe Road, through agricultural fields (non-trafficked) within the Order limits. Yarying quality, narrow in places. Provides a connection between Thorpe Road and the Coastal Path, B1122 Leiston Road, A1094 Aldeburgh Road and PROW E-1030/16/0. An alternative east-west route exists to the south (PROWE-1030/080/).	Low	Provisions: The trenchless HVDC crossing includes four drills that will be at depth below ground level. This alignment crosses the PROW and access along the HVDC alignment is required by foot/quad bike for monitoring purposes during construction and operation.	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-P2	PRoW	E-103/016/0	Public footpath which runs southeast to northwest through a golf course and agricultural fields, largely non-trafficed, although shares a short scient on a faces track. Pipilipilian gone protein sors (fields, Provides a connection between Golf Lane and PROVIE - 1930/00/6/10 (such)). Polipilian Golf Scientific alternative north-south routes available in the vicinity.	Medium	Short Term Temporary Diversions: The HVDC cable route will cross the PROW. Whilst the HVDC cable is being installed, a maximum of Ze temporary diversions (see shan 4000 modificional distance) will be required for a duration of four weeks each (this will be the same diversion at different times within the programme). Once the cable is buried, the diversion will be removed and the existing PRoW crost level includes let fencing to allow PROW users to safely cross the construction swarbs. Haal Read Crossing: The temporary haaf road will cross the PRoW don't be useful an alignment and when this is temporarily diversed as above). Class will be irrelated at each side of the temporary hauf road (to consiging print of this PRoW at any given throit, with priority given to the PROW. When construction whiches require crossing, temporary than cross (to construction whiche).	Small	Minor	NO	·	Small	Minor	NO
S-P3	PRoW	E-260/013/A	Public footpath which runs southeast to northwest through agricultural fields, partly non-tharflicked and partly slong agricultural access tracks. Varying quality, lysiqually an open route through fields. Provides a connection between A 1094 Aldeburgh Road (count) and PROVI Z-800102A (rest) (RoWE 2-800102A provides an alternative north-south route between the A1094 and PROWE 2600102A.	Low	Long Term Temporary Diversion: The HVDC cable route will cross the RROW. To create a safer crossing point at the land boundary perimeter, a temporary diversion will be installed (les than 400m additional distance) for the full construction phase of the Proposed Project. The diverted route will include site fending to cross the construction swathe. Haul Road Crossing: The temporary haar road will cross the diverted PRoW (see above). Cales will be installed at each side of the temporary haul road (1x crossing point), where priority is given to the deverted PRoW. When construction evhelcies require crossing, these gates will close off the PRoW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle). Long Term Temporary Diversion: An additional temporary diversion (less than 400m additional distance) will be installed (at a different location to the above, further to the vest) for the full construction phase of the Proposed Project to bypass the HVDC cable route and temporary had road at this wastern location, and to relatin a connection with PROW £200/121/A.	Medium	Minor	NO		Medium	Minor	NO
S-P4	PRoW	E-260/012/A	Bridleway which runs north-south through agricultural fields, partly non-trafficed and partly along agricultural access tracks. Varying qualify, narrow in places, runs along Sice Lane to the north-Provides a connection between A104 Middesturgh Road (pouth) and Sice Lane and PROVIE-200/013/A (north). PROVIE-200/013/A provides an alternative north-south route between the A109 and the northern section of PROVIE-260/013/A.	Low	Short Term Temporary Diversions: Whilst the HVOC cable is being installed, a maximum of 2x temporary diversions (less than 60m and 11 control distance) will be required for a duration of four weeks each (this will be the same diversion at different times within the programme). Once the cable is buried, the diversion of four weeks each (this will be the existing PROW rout will include site fencing to allow PROW uses to safely cross the construction swathe. Hauf Road Crossing. The temporary hauf road will cross the PROW (both the existing alignment and when this is temporarily diverted as above). Calles will be installed at each side of the temporary hauf road (1x crossing point of this PROW at any given time), where priority is given to the PROW. When construction vehicles require crossing, these gates will close off the PROW briefly than reopen once the crossing point or which is the properties of the PROW briefly than reopen once the	Small	Negligible	NO		Small	Negligible	NO
S-P5	PRoW	E-354/002/0	Bridleway which runs east-west along a rural (lightly trafficked) access track serving agricultural uses. Typically a good quality route which provides a connection between PROVE 5-59/000/10 and PROVE 5-59/000/10 and FOW 5-59/	Medium	Long Term Temporary Diversion: The HVDC Cable route and Joint Bay interact with the PROW. A temporary diversion (less than 400m additional distance) will be established prior to commencement of works due to high level of construction activity in this rare. Once the Joint Bay has been installed and the cable is buried, the diversion will be removed and the existing PROW route will include site fending to all the properties of the properties	Medium	Minor	NO		Medium	Minor	NO
S-P6	PRoW	E-354/001/0	Bridleway which runs north-south through agricultural fields, partly non-trafficked and partly along agricultural access tracks. Varying quality, narrow in places, runs through fields. Provides a connection between School Road (north) and PROWE -354/020/0 and E- 354/002/0 (south). An alternative route is available via PROWE - 354/002/0.	Low	Short Term Temporary Diversions: Interface between temporary attenuation pipe and the PROW. A maximum of 2x temporary diversions (less than 400m additional distance) will be required with a duration of four weeks each (this will be the same diversion at different times within the programmer). This is required withis the attenuation pipe is installed and removed as well as proposed utility diversion works. Site fencing will be installed along the existing PROW route for the full construction phase of the Proposed Project.	Small	Negligible	NO	-	Small	Negligible	NO
S-P7	PRoW	E-354/018/0	Public footpath which runs north-south through agricultural fields (non-trafficked). Open route through fields. Provides a short connection between School Road (north) and PRoWE -38/018/A (south). Expected to be lightly used. An alternative north-south route is available via PRoWE -38/001/0.	Negligible	Short Term Temporary Diversions: Interface between temporary attenuation pipe and the PROW. A maximum of 2x temporary diversions (less than 400m additional distance) will be required with a duration of four weeks each whish that attenuation pipe is installed and removed (this will be the same diversion at different times within the programme). Site fending will be installed along the existing PROW route for the full construction phase of the Proposed Project.	Small	Negligible	NO	-	Small	Negligible	NO
S-P8	PRoW	E-354/007/A	Public foolpath which runs northeast-southwest through agricultural fields (non-trafficaed). Open route through fields. Provides a short connection between School Road (north) and Grove Road (vers). An alternative route (ablet) tonger) route is available via other PRoW (E-354/001/0, E-354/003/0 and E- 354/002/0).	Low	Short Term Temporary Diversions: The PROW Grosses the location of an existing pylon that will require modification works during construction, as well as the PNOC colder route. A maximum of 2 temporary develored less than the construction of the program of the p	Small	Negligible	NO		Small	Negligible	NO
S-P9	PRoW	E-354/006/0	Public footpath which runs north-south along an agricultural access track (tightly trafficked). Open route through fields. Provides a connection between Growe Road (south) and PROVE-SEMDIOD. E. SOUGOS and E. SOUGOS (and E. SOUGOS) (are T. SA Hamataine morth-south route is available via PROVE-280/01/70 and E-280/01/90.	Low	Permanent Diversion: This PROMYTIAN month to scalt his rough the location of the proceed friston Substation. Overhead Line connections and HMDC cable route. The route continues cost his wards friston. This route will be permanently diverted (more than 000 and the MDC cable route. The route continues cost his wards friston. This route will be permanently diverted (more than 000 and the MDC cable route). The diversion of the MDC cable route is the continues south through existing woodland and runs parallel with Grove Road before connecting into PROW E-55/007/A which then leads but of PROW E-55/007/A which then leads the property had routed (it crossing plont), where priority is given to the diverted PROW. When construction which experience routed in the PROW E-55/007/A which construction which is required to switch the property of the construction which is complete (either by a backwistation, overhead time connections and the HVDC cable route. A large magnitude of impact has been assigned given that a permanent diversion will be in place with an additional journey length of more than 400m. Nonetheless, the measures set out within the Outline PROW/W are selegated to reduce the Impact of this diversion on users of PROW E-55/006/00 is recample, the diversion will provide a connection with Rivour E-55/007/A to improve the connection with Rivour E-55/007/A to improve the connection with Rivour E-55/007/A to improve the connection that Rivour E-55/007/A to improve the connection tha	Large	Minor	NO		Large	Minor	NO

S-P10	PRoW	E-250/017/0	Pablic footpath which broadly runs north-south through agricultural fields, largely non-trafficked. Long route of varying quality, running along trads and open routes through fields. Provides a connection between Church Long (coult) and Power E-260/018 coll and E-260/020/0 (north). An alternative north-south route is available via PRoWE-354/006/0.	Low	Long Term Temporary Diversion. This PReW intersects the combined HVDC/HVAC swathe as well as temporary drainage. It is proposed to temporarily divert the PReW fless than 400m additional distance) to minimise impacts and retain connections with PReWE-254/004/00 fless than 400m additional distance) to minimise impacts and retain connections with PReWE-254/004/00 fless than 400m additional distance) to minimise impacts and retain connections with PReWE-254/004/00 fless will be installed care with retaining to allow PReW users to safely zons the construction swather will be installed. Cates will be installed at each side of the temporary haul road (it crossing point), where priority is given to the diverted PReW. When construction evhicles require crossing, these gates will close of the PReWW terit plus requires construction evhicles on one the crossing is complete (either by a banksman or by the driver of the construction vehicle). Short Term Temporary Diversions: The PReW intersects the Friston permanent access road and permanent outfall pipe. A maximum of 24 temporary diversions (less than 400m additional distance) will be required to accommodate the construction of the access road and work in this area, with a duration of four weeks each (this will be the same diversion at different times within the programme. Hall Road Crossing Apart of the above the diverted PReW ull cross the hall road. When used distruction cross the past require constitution will constitute and (it accossing point), where priority is given to the PReW When construction vehicles are require constitution sequence constitution vehicles.	Medium	Minor	NO	·	Medium	Minor	NO
S-P11	PRoW	E-260/015/0	Public footpath which runs southwest-northeast through agricultural fields (non-trafficked). Open route through fields. Provides abort connection between PROW E-260/0170 (east) and is PROW E-260/010 (evest). An alterative east-west route is available via other PROW to the north (PROW E-491/006/0 and E- 491/010/0).	Low	Short Term Temporary Diversions: The PROWI Intersects the HYDCHAVA Cable swathe alongside a HYAC.Joint Bay, Whilst both cables and joint bays are being installed, a maximum of 2x temporary divensions (see Iran 400m additional distance) with precipied with a duration of four weeks each (this will be the same diversion at different times within the programme). Once both cables and joint bay are installed, the diversion will be removale following the removal of the above diversion, the existing PROW will include site fencing to allow PROW users to safely cross the construction swathe. Hauf Road Crossing: The temporary hauf road will cross the PROW (both the existing alignment and when this is temporarily diverted as above). Cates will be installed at each side of the temporary hauf ared (trocrosping point of this PROW the will are yield with my other priority is given to the PROW. When construction vehicles require crossing, these gates will close off the PROW triefly then reopen once the crossing its complete (either by a bankmann or by the driver of the construction wehicle).	Small	Negligible	NO	·	Small	Negligible	NO
S-P12	PRoW	E-260/016/0	Public footpath which runs southwest-northeast along fields and an access road (lightly trafficied). Open roade through fields and also partly along a well-surface access road Provides a short connection between PROW E-240/015/0 (east) and B1112 assumundham Road (west). An alternative east-west route is available via other PROW to the north (PROW E-49/10/04/0 and E-49/10/04/0).	Low	Short Term Temporary Diversions: The PRWV Intersects the friston permanent access road. A maximum of 2x temporary diversions (less than 400m additional distance) will be equired to accommodate the construction of the access road with a duration of roll weeks each (this will be the same diversion at different times within the programme). Once the access road has been constructed, the diversion will be removed. Hauf Road Crossing. As part of the above the diverted PRWV will cross the had road. When used during construction, site fencing will be installed along the diverted route with gates each side of the temporary hauf road (fix crossing point), where priority is given to the PRWV. When construction vehicles require crossing, these gates will dose of the PRWV when the respense more the crossing is complete (either by a balansance or by the driver of he construction whelde).	Small	Negligible	NO	·	Small	Negligible	NO
S-P13	PRoW	E-491/010/0	Bridle way which runs southwest-northeast along rural (lightly trafficked) access tracks serving agricultural uses. Appears to be a good quality route along access tracks. Provides a connection between the Bit1(couth) and Example 10 and 10 are 10 and 10	Low	Short Ferm Temporary Diversion: The PROW Intersects both HVDC and HVAC cables, hast road and temporary outfall pipe. During installation of the cables, haut aroad and temporary outfall pipe. the road will need to be closed for a maximum duration of four weeks and a temporary diversion (less than 400m additional distance, for up to four weeks) will be put in place. Once both cables are installed, the diversion will be removed for like the removal of the above deviersion, the existing PRoW will include site ferning to allow PROW uses to safely cross the construction swarbs. Haud Read Considing. The temporary had road will cross the Construction swarbs will be considered to the consideration of the Read of	Small	Negligible	NO	·	Small	Negligible	NO
S-P14	PRoW	E-491/006/0	Public footpath which runs east-west through agricultural fields (non-trafficked) within the Order limits. Open route through fields. Provides a connection between PROVE E-260/018/0 (east) and PROVE E-460/023/0 (west). Limited alternative east-west routes available.	Medium	Long Term Temporary Diservision. The PRWM Intersects with the converter/cable construction compound and a temporary diservision (more than 400m additional distance) will be required throughout the construction phase. It is proposed that the temporary diservision will run parallel with the 8119 heading east and rejoin the earling PRWM at the north east of the converter station (scatton. This long-term temporary diversion will be an impounded on the proposed to feed across the permanent access road and south of Saxmundham converter station, acting as an alternate route. This PRWM will be reinstanted post construction. The temporary of PRWME-491/000/0 is required to avoid a construction compound. A large magnitude of impact has been assigned given that the temporary diversion will be in place throughout the construction programme with an additional journey length of more than 400m. Nonetheless, the measures set out within the Cultiler PRWMMP are designed to reduce the impact of this diversion on users of PRWM 2-491/006/0. For example, the diversion will provide a connection with the proposed permanent diversion of PRWM-2-91/005/0. For example, the diversion will provide a connection with the proposed permanent diversion of PRWM-2-91/005/0.	Large	Minor	NO		Large	Minor	NO
S-P15	PRoW	E-491/005/0	Public footpath which runs north-south through agricultural fields (non-tradficked) within the Order limits. Appears to be a largely open route through fields. Provides a connection between PRoVIE-49/10/000 (coult) and PRoVIE-49/10/10/00 and an access trads.	Low	Fermanent Diversion. This PROW will require a permanent closure due to 11 passing through the location of the Sammundham converter site. A permanent diversion or the converte han 40m additional distance) will not broade and past Nood Farm before heading south across the permanent access road. The diversion droute then feeds south of the converter site before tying back into the existing route. The diversion will be in place under goorstruction where the measures (e.g. paled crossings as betweenly will be put in place. The permanent solution is dependent on further development of landscaping and mitigation. A dropped kerb crossing point will be provided where this crosses the permanent access road. This permanent diversion will act in conjuricion with a long term temporary diversion route for PRoWE-491/00x00 (see above) which will feed east along the B1119 and repoin the existing PRoWE-491/00x00 at the north east of the converter station focation. Haal Road Crossing. As part of the above the diverted PRoW will cross the had road. When used during construction, site feeding will be installed along the diverted route with gates each side of the temporary had road (it a crossing point), where priority is given to the PRoW. When construction vehicles experied crossing, these gates will close of the PRoW briefly then respons one the crossing is complete (either by a bankman or by the diversion driversion which). The permanent diversion of PROWE-600000 is a bankman or by the diversion driversion will be repeated by english of more than diversion will be in place with an additional journey length of more than diom. Nonetheless, the sense assigned given that a permanent diversion will be in place with an additional journey length of more than diom. Homeheless, the sense assigned given that a permanent diversion with PROW Length (100000 of this diversion on uses of PROWE LENGTO.0000 for example, the diversion will provide a connection with PROW Length (100000 of the discounter connectivity between routes and to allow	Large	Minor	NO	·	Large	Minor	NO
S-P16	PRoW	E-491/004/0	Public footpath which runs east-west through agricultural fields and is predominantly non-trafficked. Appears to be a largely open route through fields. Provides a local connection between PRóW E- 491/005/0 and St Mary Magdalene Church. Limited alternative routes available.	Low	Short Term Temporary Diversion: Interface between permanent attenuation pipe and PROW. A temporary diversion (less than 400m additional distance) will be required for a duration of four weeks whilst the attenuation pipe is installed. Site fencing will be installed along the existing PROW (which will be temporarily stopped up). Once the attenuation pipe has been installed, the diversion will be removed and access to the PROW will be reinstalled.	Small	Negligible	NO	-	Small	Negligible	NO
S-P17	PRoW	E-460/023/0	Public footpath which rurs north-south along an agricultural access track (lightly trafficked). Good quality surfaced route. Provides a short connection between 81119 Chrush IIII (porth) and PRWE 491/000/0 (south). Limited alternative routes available.	Medium	Doot Tom Tompouray Diseasion. The northern partition of this PROW will be temporarily diserted (less than 400m additional distance), or approximately five months whilst the road to Wood Farm is used for access during the initial mobilisation works for the Proposed Project. Once mobilisation access is complete the route will be reinstated. Both the existing (and temporarily diverted) alignment of this PROW will form a connection between the temporary diversion route for PROW E-497/050/0 and the permanent diversion route for PROW E-497/050/0 and the temporary diversion of PROW E-497/050/0 and the permanent diversion route for PROW E-497/050/0 and the temporary diversion on the proposed construction traffic along an initial mobilisation access. A medium magnitude of impact has been assigned given that the temporary diversion will be in place for draft five months. Nonetheless, the diverted route will imparallel with the section to be temporary (dosed (less than 50m increase in journey length expected) and the measures set out within the Outline PROWM are designed to reduce the impact of this diversion on users of PROW E-407/030/0.	Medium	Minor	NO	·	Medium	Minor	NO
S-W1	National Walking Route	King Charles III England Coast Path	Within the Order limits, the England Coast Path runs north-south along the eastern side of Thorpe Road (off-carriageway) using existing walking routes	High	Provisions: The trenchless HVDC crossing includes four drills that will be at depth below ground level. This alignment crosses the route; access along the HVDC alignment is required by fool/quad bike for monitoring purposes during construction and operation.	Negligible	Negligible	NO	÷	Negligible	Negligible	NO

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