

Sea Link

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Part 2 Suffolk

Chapter 7

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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Sovereignty/ Pedestrian Delay

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 SOC 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 SOC 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 SOC 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 SOC Strategic Lorry Route. North of the B1122 there is sporadic frontage development. Through Yoxford the A12 is fronted by residential properties and a public house. South of Yoxford 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% 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)	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 SOC 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 SOC 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 A1094 between Priory Road and Mill Road.	Medium	When not fewer than 30 hourly movements, <90% total traffic increase AND <90% HGV increase (all time periods), except Saturday lunchtime/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 elsewhere on the network). However, for at least 59 months of the circa 60-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 Leston Road)	The link forms part of the SOC 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 SOC 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 falling below 50% of development flows elsewhere on the network)	Medium	Minor	NO	-	Medium	Minor	NO
S-RL13	Road Link	B1122 Leston 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, <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	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 hourly movements, <90% total traffic increase AND <90% 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). However, for at least 59 months of the circa 60-month construction programme, a Small magnitude of impact would be expected (Minor effect therefore assigned).	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 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-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 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-RJ11	Road Junction	A1094/B1122 Leston 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 Leston Road/B1353 Aldringham Lane Junction	Three-arm priority junction on the edge of Coldfar 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	PbW	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 PbW 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	PbW	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 PbW. 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 PbW route will include site fencing to allow PbW users to safely cross the construction swathe. Haul Road Crossing: The temporary haul road will cross the PbW (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 PbW at any given time), with priority given to the PbW. When construction vehicles require crossing, these gates will close off the PbW 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

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	<p>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 swathe.</p> <p>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).</p> <p>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.</p>	Medium	Minor	NO	-	Medium	Minor	NO
S-P4	PRoW	E-260/012/A	Bridleway which runs north-south through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	<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 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.</p> <p>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).</p>	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	Medium	<p>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 PRoW route will include site fencing to allow PRoW users to safely cross the construction swathe.</p> <p>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).</p> <p>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 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.</p>	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	Low	<p>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 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.</p>	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	<p>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 fencing will be installed along the existing PRoW route for the full construction phase of the Proposed Project.</p>	Small	Negligible	NO	-	Small	Negligible	NO
S-P8	PRoW	E-354/007/A	Public footpath which runs northeast-southwest through agricultural fields (non-trafficked)	Negligible	<p>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.</p> <p>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 briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).</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 (lightly trafficked)	Low	<p>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.</p> <p>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).</p> <p>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. Nonetheless, the measures set out within the Outline ProWMP are designed to reduce the impact of this diversion on users of PRoW E-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.</p>	Large	Minor	NO	-	Large	Minor	NO
S-P10	PRoW	E-260/017/0	Public footpath which broadly runs north-south through agricultural fields, largely non-trafficked	Low	<p>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.</p> <p>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).</p> <p>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).</p> <p>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 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 crossing is complete (either by a banksman or by the driver of the construction vehicle).</p>	Medium	Minor	NO	-	Medium	Minor	NO
S-P11	PRoW	E-260/015/0	Public footpath which runs southwest-northeast through agricultural fields (non-trafficked)	Negligible	<p>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 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.</p> <p>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).</p>	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	<p>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 removed.</p> <p>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 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 crossing is complete (either by a bankman or by the driver of the construction vehicle).</p>	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	<p>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 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 swathe.</p> <p>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 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 bankman or by the driver of the construction vehicle).</p>	Small	Minor	NO	-	Small	Minor	NO
S-P14	PRoW	E-491/006/0	Public footpath which runs east-west through agricultural fields (non-traffickeed) within the Order limits	Negligible	<p>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 B1119 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 Saxmundham converter station, acting as an alternate route. This PRoW will be reinstated post construction.</p> <p>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-491/005/0 to improve the connectivity between routes and to allow PRoW users to use alternative routes if desired.</p>	Large	Minor	NO	-	Large	Minor	NO
S-P15	PRoW	E-491/005/0	Public footpath which runs north-south through agricultural fields (non-traffickeed) within the Order limits	Negligible	<p>Permanent Diversion: This PRoW will require a permanent closure due to it passing through the location of the Saxmundham 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 tying back into the existing route. The diversion will be in place during construction where site measures (e.g. gated crossings as elsewhere) 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 conjunction with a long-term temporary diversion route for PRoW E-491/006/0 (see above) which will feed east along the B1119 and rejoin the existing PRoW E-491/006/0 at the north east of the converter station location.</p> <p>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 gates each side of the temporary haul 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 bankman or by the driver of the construction vehicle).</p> <p>The permanent diversion of PRoW E-491/005/0 is required to avoid Saxmundham Converter Station. 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 PRoWMP are designed to reduce the impact of this diversion on users of PRoW E-491/005/0. For example, the diversion will provide a connection with PRoW E-491/006/0 to improve the connectivity between routes and to allow PRoW users to use alternative routes if desired.</p>	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-traffickeed	Low	<p>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 reinstated.</p>	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)	Low	<p>Short Term Temporary Diversion: The northern portion of this PRoW 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-491/006/0 and the permanent diversion route for PRoW E-491/005/0 (see above).</p> <p>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 diversion on users of PRoW E-460/023/0.</p>	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	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 rural (lightly trafficked) access track serving agricultural uses	Medium	<p>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.</p> <p>Haul Road Crossing: The temporary haul road will cross the route (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 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 bankman or by the driver of the construction vehicle).</p> <p>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 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.</p>	Medium	Minor	NO	-	Medium	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 Saxmundham Road towards Abbey Lane. This crosses the Order Limits on Grove Road.	Medium	<p>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, B1069 Snape Road and PRoW (bridleways) E-260-026/0, E-354-020/0 and E-354-002/0.</p> <p>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-case in terms of construction vehicle movements.</p>	Medium	Minor	NO	-	Medium	Minor	NO

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 Yoxford the A12 is fronted by residential properties and a public house. South of Yoxford 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 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.	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 shops that front the road.	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 Signalled Junction	Four-arm signalled 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 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-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). Gates will be installed at each side of the temporary haul road (1x 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 banksman or by the driver of the construction vehicle).	Small	Negligible	NO	-	Small	Negligible	NO

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	<p>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 swathe.</p> <p>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).</p> <p>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.</p>	Small	Negligible	NO	-	Small	Negligible	NO
S-P4	PRoW	E-260/012/A	Bridleway which runs north-south through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	<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 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.</p> <p>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).</p>	Small	Negligible	NO	-	Small	Negligible	NO
S-P5	PRoW	E-354/002/O	Bridleway which runs east-west along a rural (lightly trafficked) access track serving agricultural uses	Medium	<p>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 PRoW route will include site fencing to allow PRoW users to safely cross the construction swathe.</p> <p>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).</p> <p>The temporary PRoW diversion (PRoW E-354/002/O) 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 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.</p>	Small	Minor	NO	-	Small	Minor	NO
S-P6	PRoW	E-354/001/O	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 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/O	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 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-P8	PRoW	E-354/007/A	Public footpath which runs northeast-southwest through agricultural fields (non-trafficked)	Negligible	<p>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.</p> <p>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 briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).</p>	Small	Negligible	NO	-	Small	Negligible	NO
S-P9	PRoW	E-354/006/O	Public footpath which runs north-south along an agricultural access track (lightly trafficked)	Low	<p>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/O. Mitigation and landscaping at Friston has been considered with this proposed route.</p> <p>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).</p> <p>The permanent diversion of PRoW E-354/006/O 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. Nonetheless, the measures set out within the Outline PRoWMP are designed to reduce the impact of this diversion on users of PRoW E-354/006/O. 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.</p>	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-P10	PRoW	E-260/017/O	Public footpath which broadly runs north-south through agricultural fields, largely non-trafficked	Low	<p>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/O to the east and PRoW E-260/015/O to the north. The diversion route will remain in place for the full construction phase.</p> <p>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).</p> <p>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).</p> <p>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 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 crossing is complete (either by a banksman or by the driver of the construction vehicle).</p>	Small	Negligible	NO	-	Small	Negligible	NO
S-P11	PRoW	E-260/015/O	Public footpath which runs southwest-northeast through agricultural fields (non-trafficked)	Negligible	<p>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 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.</p> <p>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).</p>	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	<p>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 removed.</p> <p>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 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 crossing is complete (either by a banksman or by the driver of the construction vehicle).</p>	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	<p>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 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 swathe.</p> <p>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 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).</p>	Small	Minor	NO	-	Small	Minor	NO
S-P14	PRoW	E-491/006/0	Public footpath which runs east-west through agricultural fields (non-traffickeed) within the Order limits	Negligible	<p>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 B1119 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 Saxmundham converter station, acting as an alternate route. This PRoW will be reinstated post construction.</p> <p>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-491/005/0 to improve the connectivity between routes and to allow PRoW users to use alternative routes if desired.</p>	Small	Negligible	NO	-	Small	Negligible	NO
S-P15	PRoW	E-491/005/0	Public footpath which runs north-south through agricultural fields (non-traffickeed) within the Order limits	Negligible	<p>Permanent Diversion: This PRoW will require a permanent closure due to it passing through the location of the Saxmundham 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 tying back into the existing route. The diversion will be in place during construction where site measures (e.g. gated crossings as elsewhere) 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 conjunction with a long-term temporary diversion route for PRoW E-491/006/0 (see above) which will feed east along the B1119 and rejoin the existing PRoW E-491/006/0 at the north east of the converter station location.</p> <p>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 gates each side of the temporary haul 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 banksman or by the driver of the construction vehicle).</p> <p>The permanent diversion of PRoW E-491/005/0 is required to avoid Saxmundham Converter Station. 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 ProWMP are designed to reduce the impact of this diversion on users of PRoW E- 491/005/0. For example, the diversion will provide a connection with PRoW E-491/006/0 to improve the connectivity between routes and to allow PRoW users to use alternative routes if desired.</p>	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-traffickeed	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 reinstated.	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	<p>Short Term Temporary Diversion: The northern portion of this PRoW 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-491/006/0 and the permanent diversion route for PRoW E-491/005/0 (see above).</p> <p>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 diversion on users of PRoW E-460/023/0.</p>	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 rural (lightly trafficked) access track serving agricultural uses	Medium	<p>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.</p> <p>Haul Road Crossing: The temporary haul road will cross the route (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 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 vehicle).</p> <p>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 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.</p>	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 Saxmundham Road towards Abbey Lane. This crosses the Order Limits on Grove Road.	Medium	<p>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, B1069 Snape Road and PRoW (bridleways) E-260-026/0, E-354-020/0 and E-354-002/0.</p> <p>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-case in terms of construction vehicle movements.</p>	Negligible	Negligible	NO	-	Negligible	Negligible	NO

Fear and Intimidation

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	One step change in overall level with >400 daily vehicle and/or HGV increase.	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	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
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	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
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 Yoxford the A12 is fronted by residential properties and a public house. South of Yoxford there is sporadic frontage development.	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
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	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
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	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	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	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	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-RL10	Road Link	A1094 (between A12 and B1069 Snape 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.	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
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	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
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	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
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	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	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
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	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
S-RJ3	Road Junction	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
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	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
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	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
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	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
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	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	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	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
S-RJ10	Road Junction	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
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	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	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	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	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
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 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 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). Gates will be installed at each side of the temporary haul road (1x 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	Small	Negligible	NO	-	Small	Negligible	NO

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	<p>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 swathe.</p> <p>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).</p> <p>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.</p>	Small	Negligible	NO	-	Small	Negligible	NO
S-P4	PRoW	E-260/012/A	Bridleway which runs north-south through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	<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 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.</p> <p>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).</p> <p>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 PRoW route will include site fencing to allow PRoW users to safely cross the construction swathe.</p>	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	Medium	<p>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).</p> <p>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 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). 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.</p>	Small	Minor	NO	-	Small	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	Low	<p>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 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.</p>	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	<p>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 fencing will be installed along the existing PRoW route for the full construction phase of the Proposed Project.</p>	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-P8	PRoW	E-354/007/A	Public footpath which runs northeast-southwest through agricultural fields (non-trafficked)	Negligible	<p>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.</p> <p>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 briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).</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 (lightly trafficked)	Low	<p>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.</p> <p>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).</p>	Negligible	Negligible	NO	-	Negligible	Negligible	NO
S-P10	PRoW	E-260/017/0	Public footpath which broadly runs north-south through agricultural fields, largely non-trafficked	Low	<p>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.</p> <p>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).</p> <p>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).</p>	Small	Negligible	NO	-	Small	Negligible	NO
S-P11	PRoW	E-260/015/0	Public footpath which runs southwest-northeast through agricultural fields (non-trafficked)	Negligible	<p>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 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.</p> <p>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.</p>	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	<p>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 removed.</p> <p>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 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 crossing is complete (either by a banksman or by the driver of the construction vehicle).</p>	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	<p>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 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 swathe.</p> <p>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</p>	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	<p>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 B1119 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 Saxmundham converter station, acting as an alternate route. This PRoW will be reinstated post construction.</p> <p>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-491/005/0 to improve the connectivity between routes and to allow PRoW users to use alternative routes if desired.</p>	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	<p>Permanent Diversion: This PRoW will require a permanent closure due to it passing through the location of the Saxmundham 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 tying back into the existing route. The diversion will be in place during construction where site measures (e.g. gated crossings as elsewhere) 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 conjunction with a long-term temporary diversion route for PRoW E-491/006/0 (see above) which will feed east along the B1119 and rejoin the existing PRoW E-491/006/0 at the north east of the converter station location.</p> <p>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 gates each side of the temporary haul 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 banksman or by the driver of the construction vehicle).</p> <p>The permanent diversion of PRoW E-491/005/0 is required to avoid Saxmundham Converter Station. A large 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 diversion on users of PRoW E-460/023/0.</p>	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	<p>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 reinstated.</p>	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	<p>Short Term Temporary Diversion: The northern portion of this PRoW 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-491/006/0 and the permanent diversion route for PRoW E-491/005/0 (see above).</p> <p>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 diversion on users of PRoW E-460/023/0.</p>	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 rural (lightly trafficked) access track serving agricultural uses	Medium	<p>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.</p> <p>Haul Road Crossing: The temporary haul road will cross the route (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 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 vehicle).</p> <p>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 temporarily closed (less than 50m increase in journey length expected) and the measures set out within the Outline ProWMP (which will also</p>	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 Saxmundham Road towards Abbey Lane. This crosses the Order Limits on Grove Road.	Medium	<p>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, B1069 Snape Road and PRoW (bridleways) E-260-026/0, E-354-020/0 and E-354-002/0.</p> <p>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-case in terms of construction vehicle movements.</p>	Negligible	Negligible	NO	-	Negligible	Negligible	NO

Driver Delay

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 queuing (3-4 vehs) experienced on A12 approach to junction with A1094.	Low	When not fewer than 30 hourly movements, <30% 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. Minimal queuing (0-2 vehs) experienced on the A12 approaches to these junctions.	Negligible	When not fewer than 30 hourly movements, <30% 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. Minimal queuing (0-2 vehs) experienced on the A12 between these junctions.	Negligible	When not fewer than 30 hourly movements, <30% 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 Yoxford the A12 is fronted by residential properties and a public house. South of Yoxford there is sporadic frontage development. Minimal queuing (0-2 vehs) experienced on A12 approach to junction with B1121.	Negligible	When not fewer than 30 hourly movements, <30% 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 queuing (3-4 vehs) experienced on B1121 approach to junction with A12.	Low	When not fewer than 30 hourly movements, <60% total traffic increase (all time periods)	Small	Negligible	NO	-	Small	Negligible	NO
S-RL6	Road Link	B1121 Main Road (south of B1119 Church Street)	The link enters Samundham from the south where there are footways on both sides and residential/employment uses. Moderate queuing (5-9 vehs) experienced on B1121 approach to signalised junction.	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 Samundham from the east where there are footways on both sides and residential/ employment/ retail uses and a place of worship. High queuing (10+ vehs) experienced on B1119 approach to signalised junction.	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 Samundham Road)	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 Samundham 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. 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 A12 and B1069 Snape 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. Moderate queuing (5-9 vehs) 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
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. 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 (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. 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
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. Minimal queuing (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	A12/A1094 Junction	Three-arm priority junction with single lane dualling, no pedestrian facilities 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/B1121 (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	A12/B1119 Junction	Three-arm priority junction with single lane dualling, no pedestrian facilities 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/B1121 (North) Junction	Three-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	A12/B1122 Junction	Three-arm priority junction with a ghost island right turn, limited pedestrian 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 Road/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 Road/B1119 Church Hill Signalised Junction	Four-arm signalised junction in the centre of Samundham 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-RJ8	Road Junction	B1121 Samundham 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. 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-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 vehs) experienced on one arm during the weekday peak hours 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

Road Safety

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

Hazardous Loads

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 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-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 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-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 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-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 AILs 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 AILs 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 AILs 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 AILs 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 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-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 AILs 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 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-RJ1	Road Junction	A12/A1094 Junction	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-RJ2	Road Junction	A12/B1121 (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). 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 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-RJ4	Road Junction	A12/B1121 (North) 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-RJ5	Road Junction	A12/B1122 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-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 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-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 AILs 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 AILs 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 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-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 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-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 AILs 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 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-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 AILs and Hazardous Loads (to be managed). Small magnitude identified for assessment of Road Safety (which considers HGVs).	Small	Negligible	NO	-	Small	Negligible	NO

ProW Diversions and Closures

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. Varying quality, narrow in places. Provides a connection between Thorpe Road and the Coastal Path, B1122 Leiston Road, A1094 Aldeburgh Road and ProW E-103/016/0. An alternative east-west route exists to the south (ProW E-103/008/0).	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-trafficked, although shares a short section of access track. Typically an open route across fields. Provides a connection between Golf Lane and ProW E-103/006/0 (south), E-103/001/0 and E-260/012/0 (north). Limited 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 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). Gates will be installed at each side of the temporary haul road (1x 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 banksman or by the driver of the construction vehicle).	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-trafficked and partly along agricultural access tracks. Varying quality, typically an open route through fields. Provides a connection between A1094 Aldeburgh Road (south) and ProW E-260/012/A (east). ProW E-260/012/A provides an alternative north-south route between the A1094 and ProW E-260/012/0.	Low	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 swathe. 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).	Medium	Minor	NO	-	Medium	Minor	NO
S-P4	ProW	E-260/012/A	Bridleway which runs north-south through agricultural fields, partly non-trafficked and partly along agricultural access tracks. Varying quality, narrow in places, runs along Sloe Lane to the north. Provides a connection between A1094 Aldeburgh Road (south) and Sloe Lane and ProW E-260/013/A (north). ProW E-260/013/A provides an alternative north-south route between the A1094 and the northern section of ProW E-260/012/A.	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 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). 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	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 ProW E-354/001/0 and ProW E-354/020/0 (east) and Grove Road and ProW E-354/004/0 (west). An alternative east-west route exists to the south (ProW E-354/022/0).	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 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 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 (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). 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 not 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 diversion on ProW users.	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 ProW E-354/020/0 and E-354/002/0 (south). An alternative route is available via ProW E-354/018/0, E-354/019/0 and E-354/003/0.	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 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.	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 ProW E-354/018/A (south). Expected to be lightly used. An alternative north-south route is available via ProW E-354/001/0.	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 whilst the attenuation pipe is installed and removed (this will be the same diversion at different times within the programme). 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-P8	ProW	E-354/007/A	Public footpath which runs northeast-southwest through agricultural fields (non-trafficked). Open route through fields. Provides a short connection between School Road (north) and Grove Road (west). An alternative route (albeit longer) 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 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. 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 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
S-P9	ProW	E-354/006/0	Public footpath which runs north-south along an agricultural access track (lightly trafficked). Open route through fields. Provides a connection between Grove Road (south) and ProW E-354/008/0, E-354/006/0 and E-260/020/0 (north). An alternative north-south route is available via ProW E-260/017/0 and E-260/018/0.	Low	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. 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). 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. Nonetheless, the measures set out within the Outline ProWMP are designed to reduce the impact of this diversion on users of ProW E-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.	Large	Minor	NO	-	Large	Minor	NO

S-P10	PrRoW	E-260/015/0	Public footpath which broadly runs north-south through agricultural fields, largely non-trafficked. Long route of varying quality, running along tracks and open routes through fields. Provides a connection between Church Lane (south) and PrRoW E-260/018/0 and E-260/020/0 (north). An alternative north-south route is available via PrRoW E-354/006/0.	Low	<p>Long Term Temporary Diversion: This PrRoW intersects the combined HVDC/HVAC swathe as well as temporary drainage. It is proposed to temporarily divert the PrRoW (less than 400m additional distance) to minimise impacts and retain connections with PrRoW E-354/006/0 to the east and PrRoW E-260/015/0 to the north. The diversion route will remain in place for the full construction phase.</p> <p>Haul Road Crossing: The temporary haul road will cross the diverted PrRoW. Site fencing to allow PrRoW 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 PrRoW. When construction vehicles require crossing, these gates will close off the PrRoW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).</p> <p>Short Term Temporary Diversion: The PrRoW 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).</p> <p>Haul Road Crossing: As part of the above the diverted PrRoW 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 PrRoW. When construction vehicles require crossing, these gates will close off the PrRoW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).</p>	Medium	Minor	NO	-	Medium	Minor	NO
S-P11	PrRoW	E-260/015/0	Public footpath which runs southwest-northeast through agricultural fields (non-trafficked). Open route through fields. Provides a short connection between PrRoW E-260/017/0 (east) and PrRoW E-260/016/0 (west). An alternative east-west route is available via other PrRoW to the north (PrRoW E-491/006/0 and E-491/010/0).	Low	<p>Short Term Temporary Diversions: The PrRoW 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 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 PrRoW will include site fencing to allow PrRoW users to safely cross the construction swathe.</p> <p>Haul Road Crossing: The temporary haul road will cross the PrRoW (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 PrRoW at any given time), where priority is given to the PrRoW. When construction vehicles require crossing, these gates will close off the PrRoW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).</p>	Small	Negligible	NO	-	Small	Negligible	NO
S-P12	PrRoW	E-260/016/0	Public footpath which runs southwest-northeast along fields and an access road (lightly trafficked). Open route through fields and also partly along a well-surfaced access road. Provides a short connection between PrRoW E-260/015/0 (east) and B1121 Saxmundham Road (west). An alternative east-west route is available via other PrRoW to the north (PrRoW E-491/006/0 and E-491/010/0).	Low	<p>Short Term Temporary Diversions: The PrRoW 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 removed.</p> <p>Haul Road Crossing: As part of the above the diverted PrRoW 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 PrRoW. When construction vehicles require crossing, these gates will close off the PrRoW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).</p>	Small	Negligible	NO	-	Small	Negligible	NO
S-P13	PrRoW	E-491/010/0	Bridleway 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 B1121 (south) and the B1119 (north). An alternative north-south route is available via other PrRoW to the east e.g. PrRoW E-260/018/0, E-260/017/0, E-260/015/0 and E-260/016/0.	Low	<p>Short Term Temporary Diversion: The PrRoW 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 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 PrRoW will include site fencing to allow PrRoW users to safely cross the construction swathe.</p> <p>Haul Road Crossing: The temporary haul road will cross the PrRoW (both the existing alignment and when this is temporarily diverted as above). It is proposed the PrRoW will remain open and include site fencing along the construction swathe to allow PrRoW users to safely cross. Gates will be installed at each side of the temporary haul road (1x crossing point of this PrRoW at any given time), where priority is given to the PrRoW. When construction vehicles require crossing, these gates will close off the PrRoW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).</p>	Small	Negligible	NO	-	Small	Negligible	NO
S-P14	PrRoW	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 PrRoW E-260/018/0 (east) and PrRoW E-460/023/0 (west). Limited alternative east-west routes available.	Medium	<p>Long Term Temporary Diversion: The PrRoW 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 B1119 heading east and rejoin the existing PrRoW at the north-east of the converter station location. This long term temporary diversion will act in conjunction with a permanent diversion route for PrRoW 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 PrRoW will be reinstated post construction.</p> <p>The temporary of PrRoW 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 PrRoWMP are designed to reduce the impact of this diversion on users of PrRoW E-491/006/0. For example, the diversion will provide a connection with the proposed permanent diversion of PrRoW E-491/005/0 to improve the connectivity between routes and to allow PrRoW users to use alternative routes if desired.</p>	Large	Minor	NO	-	Large	Minor	NO
S-P15	PrRoW	E-491/005/0	Public footpath which runs north-south through agricultural fields (non-trafficked) within the Order limits. Appears to be a largely open route through fields. Provides a connection between PrRoW E-491/004/0 (south) and PrRoW E-491/006/0 (north). An alternative north-south route is available via PrRoW E-491/010/0 and an access track.	Low	<p>Permanent Diversion: This PrRoW will require a permanent closure due to it passing through the location of the Saxmundham 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 tying back into the existing route. The diversion will be in place during construction where site measures (e.g. gated crossings as elsewhere) 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 conjunction with a long-term temporary diversion route for PrRoW E-491/006/0 (see above) which will feed east along the B1119 and rejoin the existing PrRoW E-491/006/0 at the north east of the converter station location.</p> <p>Haul Road Crossing: As part of the above the diverted PrRoW 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 (1 x crossing point), where priority is given to the PrRoW. When construction vehicles require crossing, these gates will close off the PrRoW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).</p> <p>The permanent diversion of PrRoW E-491/005/0 is required to avoid Saxmundham Converter Station. 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 PrRoWMP are designed to reduce the impact of this diversion on users of PrRoW E-491/005/0. For example, the diversion will provide a connection with PrRoW E-491/006/0 to improve the connectivity between routes and to allow PrRoW users to use alternative routes if desired.</p>	Large	Minor	NO	-	Large	Minor	NO
S-P16	PrRoW	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 PrRoW E-491/005/0 and St Mary Magdalene Church. Limited alternative routes available.	Low	<p>Short Term Temporary Diversion: Interface between permanent attenuation pipe and PrRoW. 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 PrRoW (which will be temporarily stopped up). Once the attenuation pipe has been installed, the diversion will be removed and access to the PrRoW will be reinstated.</p>	Small	Negligible	NO	-	Small	Negligible	NO
S-P17	PrRoW	E-460/023/0	Public footpath which runs north-south along an agricultural access track (lightly trafficked). Good quality surfaced route. Provides a short connection between B1119 Church Hill (north) and PrRoW E-491/006/0 (south). Limited alternative routes available.	Medium	<p>Short Term Temporary Diversion: The northern portion of this PrRoW will be temporarily diverted (less than 400m additional distance) for approximately five months whilst the rear of 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 PrRoW will form a connection between the temporary diversion route for PrRoW E-491/006/0 and the permanent diversion route for PrRoW E-491/005/0 (see above).</p> <p>The temporary diversion of PrRoW E-460/023/0 will separate PrRoW 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 PrRoWMP are designed to reduce the impact of this diversion on users of PrRoW E-460/023/0.</p>	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 foot/quad bike for monitoring purposes during construction and operation.	Negligible	Negligible	NO	-	Negligible	Negligible	NO

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