



**SCOTTISHPOWER  
RENEWABLES**

# **East Anglia ONE North Offshore Windfarm**

## **Appendix 26.26**

### **Inter-relationships**

#### **Environmental Statement Volume 3**

Applicant: East Anglia ONE North Limited

Document Reference: 6.3.26.26

SPR Reference: EA1N-DWF-ENV-REP-IBR-000363\_026 Rev 01

Pursuant to APFP Regulation: 5(2)(a)

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Date: October 2019

Revision: Version 1

Link	Impact 1: Pedestrian amenity		Impact 2: Severance		Impact 3: Highway Safety		Impact 4: Driver Delay (capacity)		Impact 5: Driver Delay (highway geometry)		Proposed Mitigation
	Assessed Impacts	Residual Impacts	Assessed Impacts	Residual Impacts	Assessed Impacts	Residual Impacts	Assessed Impacts	Residual Impacts	Assessed Impacts	Residual Impacts	
1					Negligible	Negligible	Minor	Minor	Minor	Minor	Impacts 1 – 5: No mitigation further to that embedded within the design of the proposed East Anglia ONE North project is considered necessary.
2	Minor	Minor	Minor	Minor	Major	Minor	Moderate	Minor	Negligible	Negligible	Impacts 1, 2 & 5: No mitigation further to that embedded within the design of the proposed East Anglia ONE North project is considered necessary.  Impact 3: Road safety measures proposed for the junction of the A12 and A1094 to include: <ul style="list-style-type: none"> <li>• A speed limit reduction;</li> <li>• Enhanced warning signs;</li> <li>• Rumble strips; and</li> <li>• Suspension of employee vehicle movements during network peak hours.</li> </ul> Impact 4: Driver delay measures at the junction of the A12 and A1094 to include the suspension of all employee vehicle movements during the network peak hours.
3	Minor	Minor	Minor	Minor	Major	Minor	Moderate	Minor	Negligible	Negligible	
4	Moderate	Minor	Minor	Minor	Negligible	Negligible	Minor	Minor	Negligible	Negligible	Impact 1: Pedestrian amenity new footways and dropped crossings to be provided within Theberton.  Impacts 2, 3, 4 & 5: No mitigation further to that embedded within the design of the proposed East Anglia ONE North project is considered necessary.
5					Minor	Minor	Negligible	Negligible	Negligible	Negligible	Impacts 1 – 5: No mitigation further to that embedded within the design of the proposed East Anglia ONE North project is considered necessary.
6	Moderate	Minor	Minor	Minor	Minor	Minor	Moderate	Minor	Negligible	Negligible	Impact 1: Pedestrian amenity new footways and dropped crossings to be provided within Snape.  Impacts 2, 3 & 5: No mitigation further to that embedded within the design of the proposed East Anglia ONE North project is considered necessary.  Impact 4: Driver delay measures at the junction of the A1094 and B1069 to include the suspension of all employee vehicle movements during the network peak hours.
7					Minor	Minor	Negligible	Negligible	Negligible	Negligible	Impacts 1 – 5: No mitigation further to that embedded within the design of the proposed East Anglia ONE North project is considered necessary.
8					Minor	Minor	Negligible	Negligible	Moderate	Minor	Impacts 1, 2, 3 & 4: No mitigation further to that embedded within the design of the proposed East Anglia ONE North project is considered necessary.  Impact 5: Driver delay mitigation at the junction of the A1094 and B1122 to include the following. All vehicles to travel to a construction consolidation site where loads can be broken down and placed on smaller vehicles. Where loads cannot be consolidated to smaller vehicles HGVs are to be escorted by a pilot vehicle.
9	Minor	Minor	Negligible	Negligible	Negligible	Negligible	Moderate	Minor	Negligible	Negligible	Impacts 1, 2, 3 & 5: No mitigation further to that embedded within the design of the proposed East Anglia ONE North project is considered necessary.  Impact 4: Driver delay measures at the junction of the A1094 and B1069 to include the suspension of all employee vehicle movements during the network peak hours.
10					Negligible	Negligible	Negligible	Negligible	Moderate	Minor	Impacts 1, 2, 3 & 4: No mitigation further to that embedded within the design of the proposed East Anglia ONE North project is considered necessary.

Link	Impact 1: Pedestrian amenity		Impact 2: Severance		Impact 3: Highway Safety		Impact 4: Driver Delay (capacity)		Impact 5: Driver Delay (highway geometry)		Proposed Mitigation
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11	Minor	Minor	Minor	Minor	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Impact 1 – 5: No mitigation further to that embedded within the design of the proposed East Anglia ONE North project is considered necessary.
12	Minor	Minor	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	
13					Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	
14					Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	
15					Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	
<b>Key</b>											
	Links screened out in accordance with GEART Rule 1 and 2										
	Links requiring further mitigation										

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