



**SCOTTISHPOWER
RENEWABLES**

East Anglia ONE North and East Anglia TWO Offshore Windfarms

Applicants' Comments Charles Manning's Deadline 7 Submissions

Applicant: East Anglia TWO and East Anglia ONE North Limited
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Applicable to East Anglia ONE North and East Anglia TWO



Revision Summary				
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001	25/03/2021	Paolo Pizzolla	Lesly Jamieson / Ian MacKay	Rich Morris

Description of Revisions			
Rev	Page	Section	Description
001	n/a	n/a	Final for Submission at Deadline 8



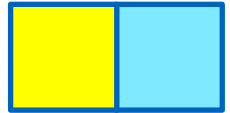
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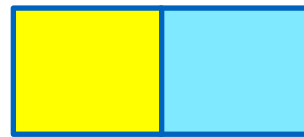
Glossary of Terminology

Applicant	East Anglia TWO Limited / East Anglia ONE North Limited
East Anglia TWO project	The proposed project consisting of up to 75 wind turbines, up to four offshore electrical platforms, up to one construction, operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure.
East Anglia ONE North project	The proposed project consisting of up to 67 wind turbines, up to four offshore electrical platforms, up to one construction, operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure.



1 Introduction

1. This document presents the Applicants' comments on Charles Manning's Deadline 7 submission.
2. This document is applicable to both the East Anglia TWO and East Anglia ONE North DCO applications, and therefore is endorsed with the yellow and blue icon used to identify materially identical documentation in accordance with the Examining Authority's procedural decisions on document management of 23rd December 2019 (PD-004). Whilst this document has been submitted to both Examinations, if it is read for one project submission there is no need to read it for the other project submission.



2 Comments on Charles Manning's Deadline 7 Submissions

ID	Charles Manning's Comment	Applicants' Comments
1	<p>At previous local consultations meetings with Scottish Power personnel involved with planning the logistics for the Friston site, it was pointed out that the main road off the A12 to Aldeburgh (A1094) was not wide enough to accommodate two HGV vehicles to pass in opposite directions safely. The use of this road to carry traffic to and from the site would create high risk of accidents and consequent delays. Evidence of minor collisions by commercial vehicles on this road between Friday Street and Snape can be seen from debris left at the side of the road.</p>	<p>The A1094, is designated by Suffolk County Council as a 'Zone distributor route' within the Suffolk Lorry Route hierarchy". A Zone distributor route links the strategic routes across Suffolk to local delivery routes and therefore by definition has been assessed by the highway authority as a suitable distributor for assigning volumes of Heavy Goods Vehicle (HGV) traffic to local routes. In keeping with this designation there are no restrictions (height, width, or weight) on HGV movements on this link and it is deemed suitable for the Project's HGV demand.</p> <p>Section 26.6.1.10 of Chapter 26 Traffic and Transport (APP-074) contains an assessment of the potential road safety impacts resulting from an increase in the Projects traffic. With regards to the A1094 no significant impacts are identified.</p>
2	<p>A solution to this was suggested to Scottish Power and would involve a one way routing of traffic so that the A1069 was used only for access to the site and not for return journeys to the A12. To achieve this, an extension of the temporary single track roads planned to be built over land near the site should be extended to link with the road from Leiston to the A12 at Yoxford. (The B1122) This single track temporary route could be created so that it would be returned to its original state on completion of the Friston development. You will know that the B1122 is subject to possible development to accommodate the proposed Sizewell C development.</p>	<p>Chapter 26 Traffic and Transport (APP-074) Table 26.26, identifies that for the worst case scenario of the simultaneous construction of East Anglia ONE North and East Anglia TWO (scenario 1) there are no residual significant impacts with the application of identified mitigation. The construction of a temporary haul road from the A12 would represent a much larger scale of mitigation and would not be proportionate, potentially inducing a greater level of traffic impact to that being mitigated.</p>
3	<p>A second potential issue arising from use of the A1094 is the risk that the B1069 would be used by HGV vehicles in the event that the</p>	<p>With regards to the potential for traffic to reassign from the A1094 onto the B1069 (through Snape), Appendix 26.2 (APP-528) details the Projects' peak</p>



ID	Charles Manning's Comment	Applicants' Comments
	A12 or A1069 become blocked by the increase in HGV traffic. It was suggested that this road (B1069) be subject to a maximum weight restriction between Tunstall and the A1094 at the Snape junction	construction traffic could result in an increase in total traffic of up to 5% on the A1094. An increase of up to 5% would be indiscernible from existing fluctuations in day to day traffic on the A1094 and therefore it is considered that the Projects' traffic would not lead to reassignment.