

**RWE Renewables UK Dogger Bank
South (West) Limited**

**RWE Renewables UK Dogger Bank
South (East) Limited**

Dogger Bank South Offshore Wind Farms

Environmental Statement

Volume 7

Appendix 24-4 Interactions Between Impacts

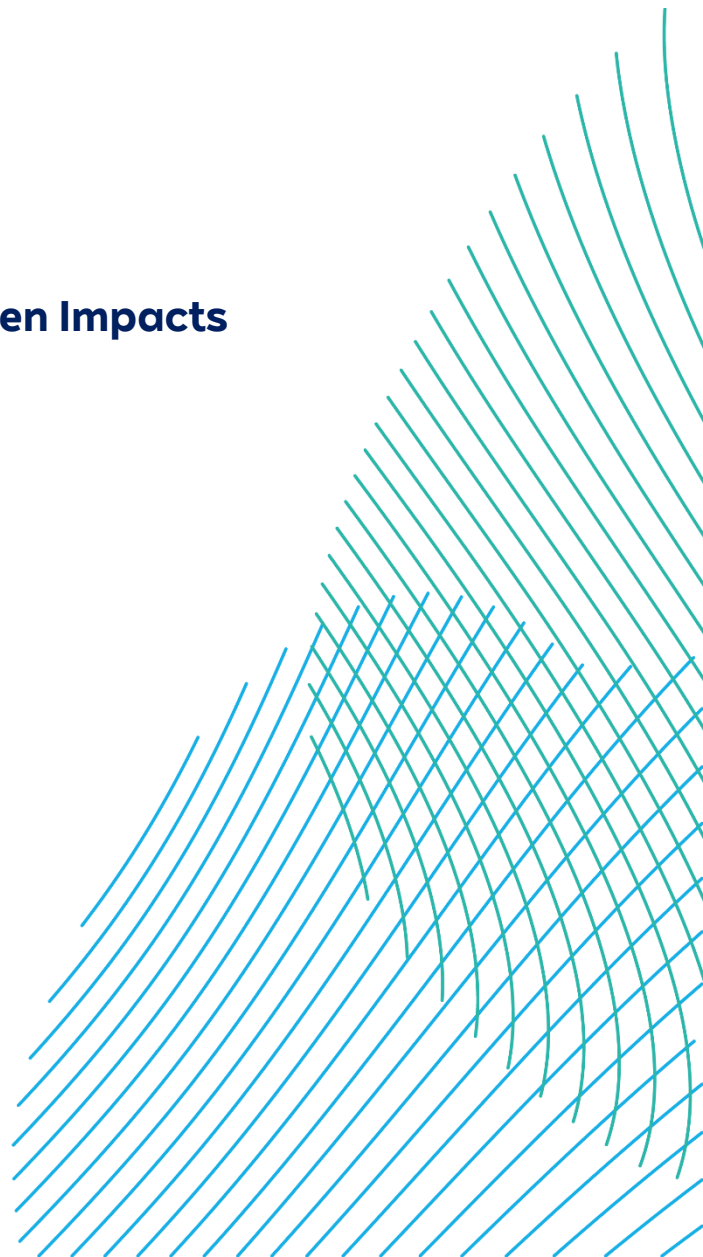
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Appendix 24-4 Potential Interactions between impacts - Projects in Isolation

Link ID	Impact 1: Severance		Impact 2: Amenity		Impact 3: Highway Safety		Potential Interactions between Impacts 1,2 with Impact 3
	Mitigation Measures Proposed	Residual effect	Mitigation Measures Proposed	Residual effect	Mitigation Measures Proposed	Residual effect	
1	n/a	negligible	n/a	negligible	n/a	minor	no interaction
2	n/a	negligible	n/a	negligible	n/a	minor	no interaction
3	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
4	n/a	minor	Yes	minor	n/a	minor	Mitigation measures are identified to reduce potentially significant amenity impacts upon these links. These mitigation measures would include a reduction in peak daily HGV trips to acceptable levels. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of impact for severance and road safety. Therefore no interaction between impacts is identified.
5	n/a	minor	Yes	minor	n/a	minor	
6	n/a	minor	Yes	minor	n/a	negligible	no interaction
7	n/a	minor	n/a	minor	n/a	negligible	no interaction
8	n/a	negligible	n/a	minor	n/a	minor	A review of the baseline road safety data for link 8 identifies that there is no identifiable pattern in the collisions and none of the collisions involve pedestrians and cyclists. Therefore no interaction between impacts is identified.
9	n/a	negligible	n/a	negligible	n/a	minor	no interaction
10	n/a	minor	n/a	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of effect for severance, amenity and road safety. Therefore no interaction between impacts is identified.
11	n/a	negligible	n/a	minor	n/a	negligible	no interaction
12	n/a	negligible	n/a	negligible	n/a	minor	no interaction
13	n/a	negligible	n/a	minor	n/a	negligible	no interaction
14	n/a	minor	Yes	minor	n/a	negligible	no interaction
15	n/a	negligible	n/a	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of impact for severance and road safety and a low magnitude of effect for amenity. Therefore no interaction between impacts is identified.
16	n/a	minor	Yes	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of impact for severance and road safety and a low magnitude of effect for amenity. Therefore no interaction between impacts is identified.
17	n/a	negligible	n/a	minor	Yes	minor	A review of each identifies that there would mitigation measures on Link 17 includes measures to cap the number of HGV trips on the link each day, these measures would also reduce the amenity impact on Link 17. Therefore no interaction between impacts is identified.
18	n/a	negligible	n/a	negligible	n/a	minor	no interaction
19	n/a	negligible	n/a	negligible	n/a	minor	no interaction
20	n/a	negligible	n/a	negligible	n/a	minor	no interaction
21	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
22	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
23	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
24	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
25	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
26	n/a	negligible	n/a	negligible	n/a	minor	no interaction
27	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
28	n/a	negligible	n/a	negligible	n/a	minor	no interaction
29	n/a	negligible	n/a	negligible	n/a	minor	no interaction
30	n/a	negligible	n/a	negligible	n/a	minor	no interaction
31	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
32	n/a	negligible	n/a	negligible	n/a	minor	no interaction
33	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
34	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
35	n/a	negligible	n/a	negligible	n/a	minor	no interaction
36	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
37	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
38	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
39	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
40	n/a	negligible	n/a	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of impact for severance and road safety and a low magnitude of effect for amenity. Therefore no interaction between impacts is identified.
45	n/a	negligible	n/a	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of impact for severance and road safety and a low magnitude of effect for amenity. Therefore no interaction between impacts is identified.
46	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
49	n/a	negligible	n/a	negligible	n/a	minor	no interaction
50	n/a	negligible	n/a	minor	n/a	negligible	no interaction
51	n/a	negligible	n/a	minor	n/a	negligible	no interaction
52	n/a	negligible	n/a	minor	n/a	negligible	no interaction
53	n/a	minor	Yes	minor	n/a	negligible	no interaction
54	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
55	n/a	negligible	n/a	negligible	n/a	minor	no interaction
56	n/a	minor	n/a	minor	n/a	negligible	no interaction
57	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
58	n/a	minor	n/a	minor	n/a	negligible	no interaction
59	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
60	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
61	n/a	negligible	n/a	negligible	n/a	minor	no interaction
62	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
63	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
64	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
65	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
66	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
68	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
71	n/a	minor	n/a	minor	n/a	negligible	no interaction
73	n/a	minor	n/a	minor	n/a	negligible	no interaction
74	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
75	n/a	negligible	n/a	minor	n/a	negligible	no interaction
76	n/a	negligible	n/a	negligible			

Key

	Links requiring additional mitigation measures
Potential for Impacts 1,2 and 3 to collectively interrelate with Impact 4	
	No interactions with impact 3 as impacts 1 & 2 negligible
	No interactions with impacts 1 & 2 as impact 3 negligible
	No interactions as impact 1, 2 and 3 are all negligible
Potential for Impacts 4, 5 and 6 to interrelate	
	No interactions as all impacts (4, 5 and 6) negligible
	No interactions as two of the three impacts (5, 6 or 7) are negligible

Link ID	Impact 4: Driver Delay (Capacity)		Impact 5: Driver Delay (Highway Geometry)		Impact 6: Driver Delay (Road Closures)		Potential Interactions between Impacts 4, 5 and 6
	Mitigation Measures Proposed	Residual effect	Mitigation Measures Proposed	Residual effect	Mitigation	Residual Impact	
1	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
2	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
3	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
4	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
5	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
6	n/a	negligible	n/a	negligible	Yes	negligible	no interaction
7	n/a	negligible	Yes	minor	Yes	negligible	no interaction
8	n/a	negligible	Yes	minor	Yes	negligible	no interaction
9	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
10	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
11	n/a	negligible	Yes	minor	n/a	negligible	no interaction
12	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
13	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
14	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
15	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
16	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
17	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
18	n/a	potentially significant	n/a	negligible	n/a	negligible	no interaction
19	n/a	potentially significant	n/a	negligible	n/a	negligible	no interaction
20	n/a	potentially significant	n/a	negligible	n/a	negligible	no interaction
21	n/a	potentially significant	n/a	negligible	n/a	negligible	no interaction
22	n/a	potentially significant	n/a	negligible	n/a	negligible	no interaction
23	n/a	potentially significant	n/a	negligible	n/a	negligible	no interaction
24	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
25	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
26	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
27	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
28	n/a	potentially significant	n/a	negligible	n/a	negligible	no interaction
29	n/a	potentially significant	n/a	negligible	n/a	negligible	no interaction
30	n/a	potentially significant	n/a	negligible	n/a	negligible	no interaction
31	Yes	minor	n/a	negligible	n/a	negligible	no interaction
32	Yes	minor	n/a	negligible	n/a	negligible	no interaction
33	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
34	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
35	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
36	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
37	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
38	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
39	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
40	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
45	Yes	minor	n/a	negligible	n/a	negligible	no interaction
46	Yes	minor	n/a	negligible	n/a	negligible	no interaction
49	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
50	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
51	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
52	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
53	Yes	minor	n/a	negligible	n/a	negligible	no interaction
54	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
55	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
56	Yes	minor	n/a	negligible	n/a	negligible	no interaction
57	Yes	minor	n/a	negligible	n/a	negligible	no interaction
58	n/a	negligible	Yes	minor	n/a	negligible	no interaction
59	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
60	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
61	yes	minor	n/a	negligible	n/a	negligible	no interaction
62	yes	minor	n/a	negligible	n/a	negligible	no interaction
63	yes	minor	n/a	negligible	n/a	negligible	no interaction
64	yes	minor	n/a	negligible	n/a	negligible	no interaction
65	yes	minor	n/a	negligible	n/a	negligible	no interaction
66	yes	minor	n/a	negligible	n/a	negligible	no interaction
68	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
71	n/a	negligible	n/a	negligible	Yes	negligible	no interaction
73	n/a	negligible	Yes	minor	Yes	negligible	no interaction
74	n/a	potentially significant	n/a	negligible	n/a	negligible	no interaction
75	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
76	n/a	potentially significant	n/a	negligible	n/a	negligible	no interaction

Appendix 24-4 Potential Interactions between impacts - Projects concurrently

Link ID	Impact 1: Severance		Impact 2: Amenity		Impact 3: Highway Safety		Potential Interactions between Impacts 1,2 with Impact 3
	Mitigation Measures Proposed	Residual effect	Mitigation Measures Proposed	Residual effect	Mitigation Measures Proposed	Residual effect	
1	n/a	negligible	n/a	negligible	n/a	minor	no interaction
2	n/a	negligible	n/a	negligible	n/a	minor	no interaction
3	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
4	n/a	minor	Yes	minor	n/a	minor	Mitigation measures are identified to reduce potentially significant amenity impacts upon these links. These mitigation measures would include a reduction in peak daily HGV trips to acceptable levels. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of effect for severance and road safety. Therefore no interaction between impacts is identified.
5	n/a	minor	Yes	minor	n/a	minor	Mitigation measures are identified to reduce potentially significant amenity impacts upon this link. These mitigation measures would include a reduction in peak daily HGV trips to acceptable levels. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of effect for severance and road safety. Therefore no interaction between impacts is identified.
6	n/a	minor	Yes	minor	n/a	negligible	no interaction
7	n/a	minor	n/a	minor	n/a	negligible	no interaction
8	n/a	minor	Yes	minor	n/a	minor	Mitigation measures are identified to reduce potentially significant amenity impacts upon this link. These mitigation measures would include a reduction in peak daily HGV trips to acceptable levels. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of effect for severance and road safety. Therefore no interaction between impacts is identified.
9	n/a	negligible	n/a	negligible	n/a	minor	no interaction
10	n/a	minor	n/a	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of impact for severance and road safety. Therefore no interaction between impacts is identified.
11	n/a	minor	n/a	minor	n/a	negligible	no interaction
12	n/a	negligible	n/a	negligible	n/a	minor	no interaction
13	n/a	negligible	n/a	minor	n/a	negligible	no interaction
14	n/a	minor	Yes	minor	n/a	negligible	no interaction
15	n/a	negligible	n/a	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of effect for severance and road safety. Therefore no interaction between impacts is identified.
16	n/a	minor	Yes	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of impact for severance and road safety. Therefore no interaction between impacts is identified.
17	n/a	negligible	n/a	minor	Yes	minor	A review of each identifies that there would mitigation measures on Link 17 includes measures to cap the number of HGV trips on the link each day, these measures would also reduce the amenity impact on Link 17. Therefore no interaction between impacts is identified.
18	n/a	negligible	n/a	negligible	n/a	minor	no interaction
19	n/a	negligible	n/a	negligible	n/a	minor	no interaction
20	n/a	negligible	n/a	minor	n/a	minor	Mitigation measures are identified to reduce potentially significant amenity impacts upon this link. These mitigation measures would include a reduction in peak daily HGV trips to acceptable levels. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of effect for severance and road safety. Therefore no interaction between impacts is identified.
21	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
22	n/a	negligible	n/a	minor	n/a	negligible	no interaction
23	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
24	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
25	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
26	n/a	negligible	n/a	negligible	n/a	minor	no interaction
27	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
28	n/a	negligible	n/a	negligible	n/a	minor	no interaction
29	n/a	negligible	n/a	negligible	n/a	minor	no interaction
30	n/a	negligible	n/a	negligible	n/a	minor	no interaction
31	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
32	n/a	negligible	n/a	negligible	n/a	minor	no interaction
33	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
34	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
35	n/a	negligible	n/a	negligible	n/a	minor	no interaction
36	n/a	negligible	n/a	minor	n/a	negligible	no interaction
37	n/a	negligible	n/a	negligible	n/a	minor	no interaction
38	n/a	negligible	n/a	minor	n/a	minor	Link 38 comprises of the main A164 to the south of Beverley. The link is a modern bypass and has been designed to bypass the town. An offroad footway cycleway is provided alongside providing separation between traffic and pedestrians/cyclists. Improvements are proposed by East Riding of Yorkshire Council to address road safety concerns and enhance pedestrian and cycle connectivity along this link. Therefore no interaction between impacts is identified.
39	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
40	n/a	negligible	n/a	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of impact for severance and road safety. Therefore no interaction between impacts is identified.
45	n/a	negligible	n/a	minor	n/a	minor	A review of each impact identifies that there would be a negligible magnitude of impact for severance and road safety. Therefore no interaction between impacts is identified.
46	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
49	n/a	negligible	n/a	negligible	n/a	minor	no interaction
50	n/a	negligible	n/a	minor	n/a	negligible	no interaction
51	n/a	negligible	n/a	minor	n/a	negligible	no interaction
52	n/a	negligible	n/a	minor	n/a	negligible	no interaction
53	n/a	minor	Yes	minor	n/a	negligible	no interaction
54	n/a	negligible	n/a	minor	n/a	negligible	no interaction
55	n/a	negligible	n/a	minor	n/a	minor	Link 55 comprises of the main A1035 north east of Beverley. The link is a modern bypass and has been designed to bypass the village of Tickton. An offroad footway cycleway is provided alongside providing separation between traffic and pedestrians/cyclists. A review of the baseline road safety data along link 55 identifies that of the nine collisions, only one involved pedestrians/cyclists. Therefore no interaction between impacts is identified.
56	n/a	minor	n/a	minor	n/a	negligible	no interaction
57	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
58	n/a	minor	Yes	minor	n/a	negligible	no interaction
59	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
60	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
61	n/a	negligible	n/a	negligible	n/a	minor	no interaction
62	n/a	negligible	Yes	negligible	n/a	negligible	no interaction
63	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
64	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
65	n/a	minor	n/a	negligible	n/a	negligible	no interaction
66	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
68	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
71	n/a	minor	n/a	minor	n/a	negligible	no interaction
73	n/a	minor	n/a	negligible	n/a	negligible	no interaction
74	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
75	n/a	negligible	n/a	minor	n/a	negligible	Link 75 comprises of the main A1033 north from Hull. The link is a modern bypass and has been designed to bypass the communities. An offroad footway cycleway is provided alongside providing separation between traffic and pedestrians/cyclists. Improvements are currently being constructed by Hull City Council to address road safety concerns and enhance pedestrian and cycle connectivity along the link. Therefore no interaction between impacts is identified.
76	n/a	minor	Yes	minor			

Key

	Links requiring additional mitigation measures
	Potential for Impacts 1,2 and 3 to collectively interact with Impact 4
	No interactions with impact 3 as impacts 1 & 2 negligible
	No interactions with impacts 1 & 2 as impact 3 negligible
	No interactions as impact 1, 2 and 3 are all negligible
	Potential for
	No interactions as all impacts (4, 5 and 6) negligible
	No interactions as two of the three impacts (5, 6 or 7) are negligible

Link ID	Impact 4: Driver Delay (Capacity)		Impact 5: Driver Delay (Highway Geometry)		Impact 6: Driver Delay (Road Closures)		Potential Interactions between Impacts 4, 5 and 6
	Mitigation Measures Proposed	Residual effect	Mitigation Measures Proposed	Residual effect	Mitigation	Residual Impact	
1	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
2	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
3	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
4	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
5	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
6	n/a	negligible	n/a	negligible	Yes	negligible	no interaction
7	n/a	negligible	Yes	minor	Yes	negligible	no interaction
8	n/a	negligible	Yes	minor	Yes	negligible	no interaction
9	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
10	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
11	n/a	negligible	Yes	minor	n/a	negligible	no interaction
12	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
13	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
14	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
15	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
16	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
17	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
18	n/a	potentially significant	n/a	negligible	n/a	negligible	no interaction
19	n/a	potentially significant	n/a	negligible	n/a	negligible	no interaction
20	n/a	potentially significant	n/a	negligible	n/a	negligible	no interaction
21	n/a	potentially significant	n/a	negligible	n/a	negligible	no interaction
22	n/a	potentially significant	n/a	negligible	n/a	negligible	no interaction
23	n/a	potentially significant	n/a	negligible	n/a	negligible	no interaction
24	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
25	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
26	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
27	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
28	n/a	potentially significant	n/a	negligible	n/a	negligible	no interaction
29	n/a	potentially significant	n/a	negligible	n/a	negligible	no interaction
30	n/a	potentially significant	n/a	negligible	n/a	negligible	no interaction
31	Yes	minor	n/a	negligible	n/a	negligible	no interaction
32	Yes	minor	n/a	negligible	n/a	negligible	no interaction
33	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
34	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
35	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
36	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
37	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
38	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
39	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
40	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
45	Yes	minor	n/a	negligible	n/a	negligible	no interaction
46	Yes	minor	n/a	negligible	n/a	negligible	no interaction
49	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
50	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
51	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
52	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
53	Yes	minor	n/a	negligible	n/a	negligible	no interaction
54	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
55	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
56	Yes	minor	n/a	negligible	n/a	negligible	no interaction
57	Yes	minor	n/a	negligible	n/a	negligible	no interaction
58	n/a	negligible	Yes	minor	n/a	negligible	no interaction
59	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
60	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
61	yes	minor	n/a	negligible	n/a	negligible	no interaction
62	yes	minor	n/a	negligible	n/a	negligible	no interaction
63	yes	minor	n/a	negligible	n/a	negligible	no interaction
64	yes	minor	n/a	negligible	n/a	negligible	no interaction
65	yes	minor	n/a	negligible	n/a	negligible	no interaction
66	yes	minor	n/a	negligible	n/a	negligible	no interaction
68	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
71	n/a	negligible	n/a	negligible	Yes	negligible	no interaction
73	n/a	negligible	Yes	minor	Yes	negligible	no interaction
74	n/a	potentially significant	n/a	negligible	n/a	negligible	no interaction
75	n/a	negligible	n/a	negligible	n/a	negligible	no interaction
76	n/a	potentially significant	n/a	negligible	n/a	negligible	no interaction