

**ScottishPower Renewables**

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# **East Anglia TWO and East Anglia ONE North**

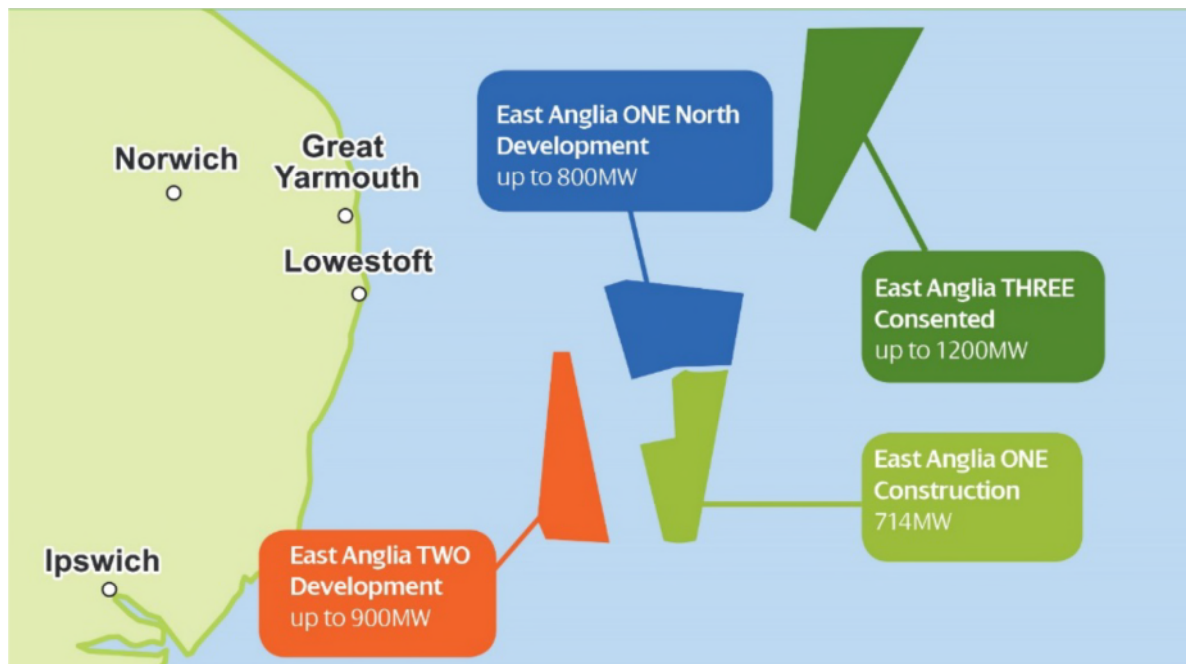
Traffic and Transport Factsheet

October 2018

## East Anglia TWO and East Anglia ONE North Overview

Further to the ongoing construction of East Anglia ONE and consent for East Anglia THREE ScottishPower Renewables wishes to develop two further offshore windfarms off the coast of Suffolk, the proposed East Anglia TWO and East Anglia ONE North offshore windfarms.

East Anglia TWO is approximately 255km<sup>2</sup> in area and is expected to consist of up to 75 wind turbines with an overall installed capacity of up to 900MW (megawatts), with the potential to power around 742,000 homes<sup>1</sup>. East Anglia ONE North is approximately 208km<sup>2</sup> in area and is expected to consist of up to 67 wind turbines with an overall installed capacity of up to 800MW, with the potential to power around 660,000 homes<sup>1</sup>.



## Traffic and Transport Overview

A Transport and Traffic Impact Assessment will be presented during our Phase 4 Consultation which will provide further information on potential traffic and transport related impacts and associated mitigation measures. The work to date in preparing the Transport and Traffic Impact Assessment has gathered baseline traffic information on the roads within the onshore study area for both projects. Over the past twelve months we have engaged with the local planning authority, local highway authority and Highways England through a series of Expert Topic Group (ETG) meetings.

This work has allowed our transport specialists to identify suitable Heavy Good Vehicle (HGV) access routes to the landfall, cable corridor and substation areas.

This factsheet presents the proposed HGV construction routes (**Figures 1 and 2**) for both the Grove Wood, Friston and the Broom Covert, Sizewell substation locations being consulted upon during Phase 3.5 Consultation for both projects.

The information presented within this factsheet will be further refined over the coming months, with further details presented as part of the Phase 4 Consultation.

<sup>1</sup> Calculated by taking the number of megawatts (900/800) multiplied by the number of hours in one year (8,766), multiplied by the average load factor (efficiency of electrical energy usage) for offshore wind (36.7% published by the Digest of United Kingdom Energy Statistics), divided by the average annual household energy consumption (3.9MWh), giving an equivalent of powering 742,413/659,922 homes.

### Considerations in the Development of the Grove Wood Friston Substation Site

**Figure 1** presents the proposed HGV access routes to the Grove Wood, Friston substation site, the landfall area and the connecting cable corridor.

HGV access to the Grove Wood, Friston substation site (shown in **red** on Figure 1) would be via the A12 (Friday Street junction), onto to the A1094 (Farnham Road) and the B1069 (Snape Road), from where they would turn onto a temporary haul road to access the substation site.

HGV access to the landfall area (shown in **blue** on Figure 1) would be via the A12 (Friday Street junction), onto the A1094 towards Aldeburgh before travelling north on the B1122 towards Aldringham and then travelling east along the B1353 towards Thorpeness. Alternatively, access to the landfall area may be gained directly off Sizewell Gap Road (via the A12 and B1122) once the eastern section of the cable corridor haul road is constructed.

HGV access to the cable corridor area (shown in **green** on Figure 1) would be via new accesses off Sizewell Gap Road (accessed via the A12/B1122/Lovers Lane); off the B1122 (accessed via the A12/A1094); and off the B1069 (accessed via the A12/A1094).

The following commentary is cross-referenced to the numbering on Figure 1 and explains some of the influencing factors in establishing the above proposed HGV routes:

1. In using the A1094 (Farnham Road) and the B1069 (Snape Road) as the HGV route for substation access, the 'Zone Distributor Routes', as identified in the Suffolk County Council Lorry Route Network, have been adopted. These routes are considered to be more appropriate for the proposed increase in traffic during the construction phase.
2. In accessing the landfall area via the A1094 and B1122, both routes are wide enough to allow two-way HGV traffic. The A1094 and the northern section of the B1122 is classified as a 'Zone Distributor Route' within the Suffolk County Council Lorry Route Network. **HGVs destined for the landfall will not travel through Aldeburgh town centre or Thorpeness.**
3. Grove Road (between the B1121 and B1119) is only wide enough for a single vehicle, with no footway and properties adjacent to the edge of the road constraining the potential for widening. **HGVs will not travel along Grove Road.**
4. The B1121 passes through Benhall Green, Sternfield and Friston, where various constraints prevent two HGVs from passing one another without significant localised road widening being undertaken. **HGVs will not travel through Benhall Green, Sternfield or Friston.**
5. The B1069 passes through Leiston and Coldfair Green. There is the potential for additional traffic using this route to add to existing delays within Leiston. **HGVs will not travel through Leiston or Coldfair Green.**
6. The B1119 passes through the community of Saxmundham. The highway geometry in the centre of Saxmundham is constrained for HGV traffic and the proximity of buildings would not allow for road widening. **HGVs will not travel through Saxmundham.**
7. A temporary haul road will be constructed from the B1069 (south of Coldfair Green) to the substation site. **HGVs will not travel through Coldfair Green.**
8. The B1353 (Aldringham Lane) between Aldringham and Coldfair Green, is not wide enough for two HGVs to pass one another. Widening at this location will not be possible due to the proximity of residential properties to the edge of the road. **HGVs will not travel between Aldringham and Coldfair Green.**
9. Use of Thorpe Road, between Aldeburgh and Thorpeness, would require HGVs to travel through Aldeburgh town centre and through Thorpeness. The limited width of Thorpe Road prevents two HGVs from passing without extensive widening of this road. **HGVs will not travel along Thorpe Road or travel through Aldeburgh Town Centre or Thorpeness.**

## Considerations in the Development of the Broom Covert Sizewell Substation Site

**Figure 2** presents the proposed HGV access routes to the Broom Covert, Sizewell substation site, the landfall area and the connecting cable corridor.

HGV access to the Broom Covert, Sizewell substation site (shown in **red** on Figure 2) would be via the A12 and B1122 onto Lovers Lane/Sizewell Gap Road.

HGV access to the landfall area (shown in **blue** on Figure 2) would be via the A12 (Friday Street junction), onto the A1094 towards Aldeburgh before travelling north on the B1122 towards Aldringham and then travelling east along the B1353 towards Thorpeness. Alternatively, access to the landfall area may be gained directly off Sizewell Gap Road (via the A12 and B1122) once the eastern section of the cable corridor haul road is constructed.

HGV access to the cable corridor area (shown in **green** on Figure 2) would be via new accesses off Sizewell Gap Road (accessed via the A12/B1122/Lovers Lane).

The following commentary is cross-referenced to the numbering on Figure 2 and explains the influencing factors in establishing the above proposed HGV routes:

1. In using the B1122 and Lovers Lane as the HGV route for substation access and cable corridor access, the 'Zone Distributor Routes', as identified in the Suffolk County Council Lorry Route Network, have been adopted. These routes are considered to be more appropriate for the proposed increase in traffic.
2. In accessing the landfall area via the A1094 and the B1122, both routes are wide enough to allow two-way HGV traffic. The A1094 is classified as a 'Zone Distributor Route' as identified in the Suffolk County Council Lorry Route Network. **HGVs destined for the landfall will not travel through Aldeburgh town centre or Thorpeness.**

Commentary associated with labels 5, 6, 8 and 9 shown on Figure 2 are as per that presented above for the Grove Wood, Friston substation site.

## FIND OUT MORE

If you require any further information on the project please contact us via the methods below.

### Email

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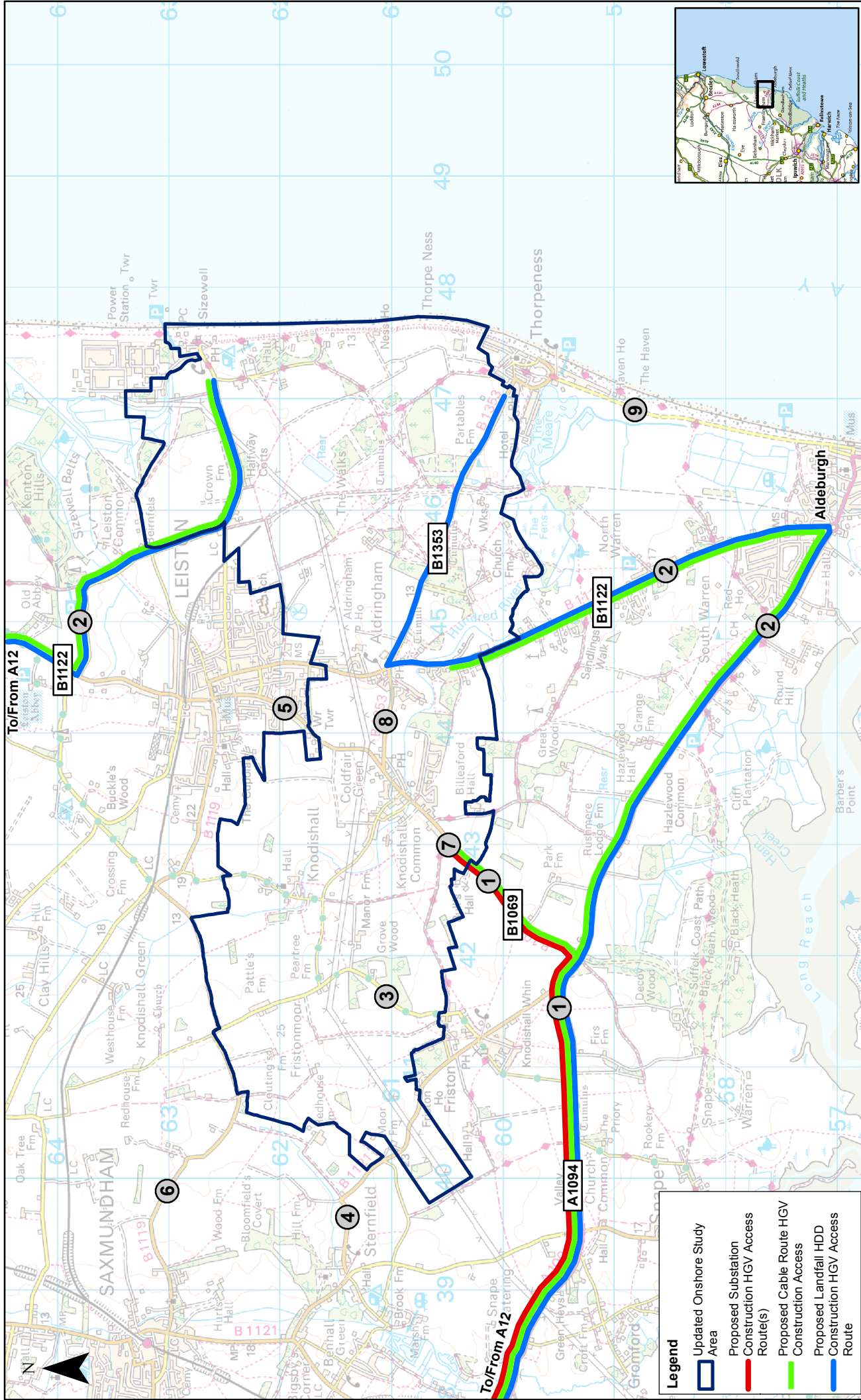
### Freepost Address



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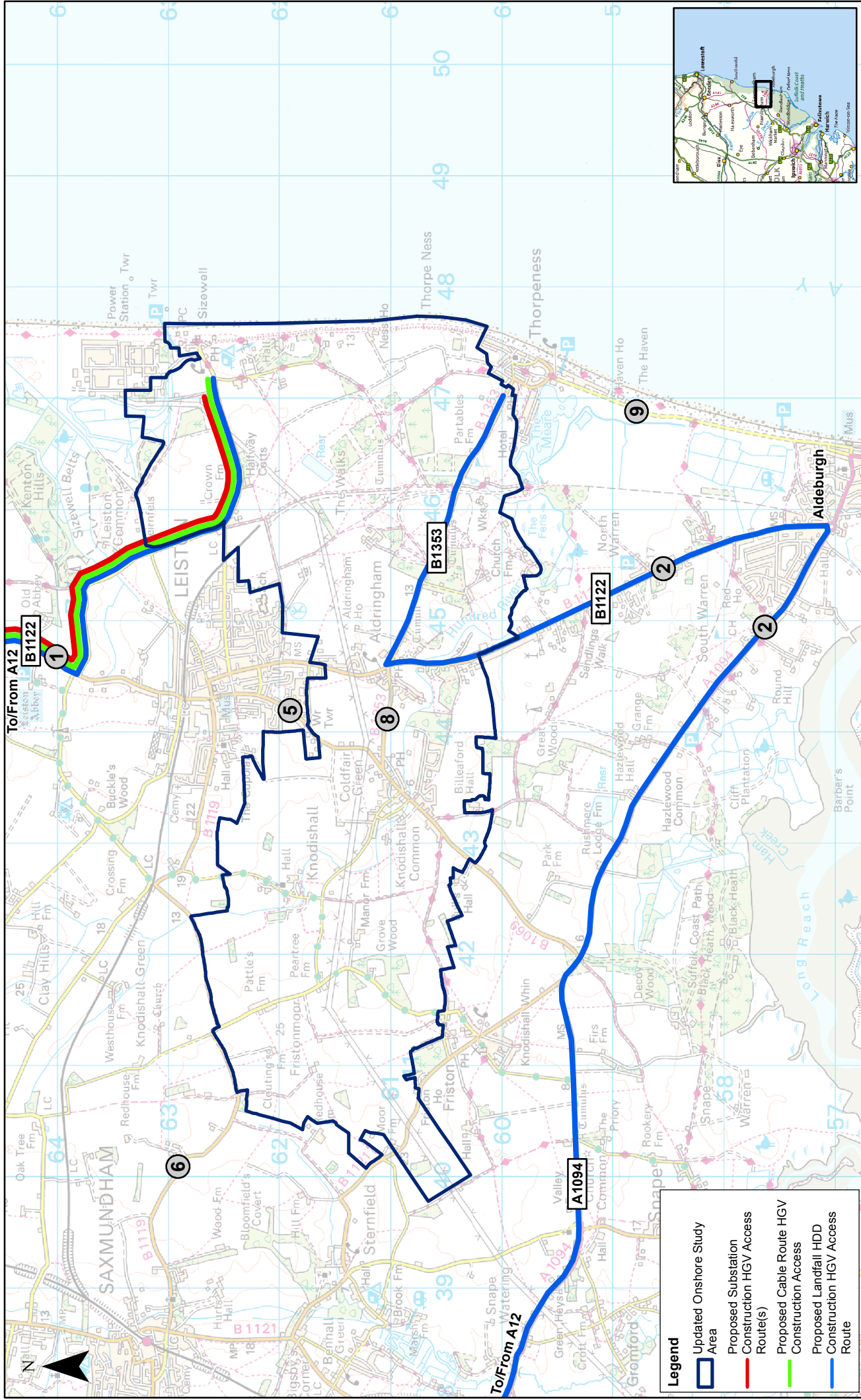







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