The Great Grid Upgrade

Sea Link

Preliminary Environmental Information Report

Volume: 1

Part 2 Suffolk Onshore Scheme

Chapter 14 Suffolk Onshore Scheme Inter-Project Cumulative Effects

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Contents

2.14 Suffolk Onshore Scheme Inter-Project Cumulative Effects 1

2.14.1 Introduction 1

2.14.2 Assessment 2

2.14.3 Preliminary assessment of total cumulative effects 166

2.14.4 References 192

Table of Tables

Table 2.14.1: Study Areas for environmental topics 3

Table 2.14.2: Major Developments 'Long List' to be considered in the Inter-Project Cumulative Effects Assessment (CEA) 5

Table 2.14.3 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Sizewell C - main development site (ID1) 12

Table 2.14.4 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - A12 Bypass (ID292) 16

Table 2.14.5 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Yoxford Roundabout (ID 293) 20

Table 2.14.6 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Seven Hill Freight Management Facility (ID 294) 24

Table 2.14.7 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Sizewell Link Road (ID 295) 29

Table 2.14.8 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA – Northern park and ride (ID 296) 33

Table 2.14.9 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA – Southern park and ride (ID 297) 36

Table 2.14.10 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA – Sizewell C Rail (ID 298) 39

Table 2.14.11 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - East Anglia ONE Offshore Windfarms (ID 5) 44

Table 2.14.12 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - East Anglia TWO Offshore Windfarms (ID 6) 48

Table 2.14.13 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Nautilus Offshore Interconnector (ID 7) 52

Table 2.14.14 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - High Lodge Leisure (ID 221) 56

Table 2.14.15 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Croft Farm land and buildings (ID 228) 59

Table 2.14.16 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Park Farm Solar Farm (ID 233) 62

Table 2.14.17 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Brightwell Lakes (ID 240) 67

Table 2.14.18 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Residential Development, Darsham Station (ID 245) 71

Table 2.14.19 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA – Solar Farm Parham, Suffolk (ID 248) 74

Table 2.14.20 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Proposed reservoir, Grange Farm (ID 263) 76

Table 2.14.21 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Saxmundham to Peasenhall Water Mains Installation (ID 266) 79

Table 2.14.22 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - The Sizewell B Relocated Facilities (ID 270 and ID 271) 83

Table 2.14.23 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Town Farm Solar Farm (ID 277 and ID 278) 86

Table 2.14.24 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - UKZ139 BC Wissett Solar Farm (ID 279) 89
Table 2.14.25 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Brundish Manor Solar Farm (ID 285) 92
Table 2.14.26 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - LionLink Offshore Interconnector (ID 287) 95
Table 2.14.27 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Norwich to Tilbury (ID 288) 99
Table 2.14.28 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Rock Barracks Heath, Solar Farm (ID290) 102
Table 2.14.29 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Saxmundham South Green Neighbourhood (ID 291) 105
Table 2.14.30 Landscape and Visual CEA 110
Table 2.14.31 Ecology and Biodiversity CEA 115
Table 2.14.32 Historic Environment CEA 120
Table 2.14.33 Water Environment CEA 123
Table 2.14.34 Agriculture and Soils CEA 125
Table 2.14.35 Traffic and Transport CEA 127
Table 2.14.36 Air Quality CEA 138
Table 2.14.37 Noise and Vibration CEA 145
Table 2.14.38 Socio-Economics, Recreation and Tourism CEA 148
Table 2.14.39 Health and Wellbeing CEA 151
Table 2.14.40: Preliminary assessment of total cumulative effects for Landscape and Visual 166
Table 2.14.41: Preliminary assessment of total cumulative effects for Ecology and Biodiversity 174
Table 2.14.42: Preliminary assessment of total cumulative effects for Historic Environment 176
Table 2.14.43: Preliminary assessment of total cumulative effects for Water Environment 177
Table 2.14.44: Preliminary assessment of total cumulative effects for Agriculture and Soils 178
Table 2.14.45: Preliminary assessment of total cumulative effects for Traffic and Transport 180
Table 2.14.46: Preliminary assessment of total cumulative effects for Air Quality 186
Table 2.14.47: Preliminary assessment of total cumulative effects for Noise and Vibration 188
Table 2.14.48: Preliminary assessment of total cumulative effects for Socio-Economics, Recreation and Tourism 189
Table 2.14.49: Preliminary assessment of total cumulative effects for Health and Wellbeing 190

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2.14 Suffolk Onshore Scheme Inter-Project Cumulative Effects

2.14.1 Introduction

2.14.1.1 This chapter of the Preliminary Environmental Information Report (PEIR) presents how the preliminary inter-project cumulative effects assessment has considered the potential significant cumulative effects that may arise from the Suffolk Onshore Scheme with 'other developments'. A description of inter-project cumulative effects and the methodology is presented in **Volume 2, Part 1, Appendix 1.5.A, Cumulative Effects Assessment Methodologies**.

2.14.1.2 The draft Order Limits, which illustrate the boundary of Sea Link (hereafter referred to as the Proposed Project), are illustrated on **Figure 1.1.1 Draft Order Limits** and the Suffolk Onshore Scheme Boundary is illustrated on **Figure 1.1.2 Suffolk Onshore Scheme Boundary**.

2.14.1.3 This chapter should be read in conjunction with:

- **Volume 1, Part 1, Chapter 4, Description of the Proposed Project**; and
- **Volume 1, Part 1, Chapter 5, PEIR Approach and Methodology**.

2.14.1.4 This chapter is supported by the following figures:

- **Volume 3, Part 2, Figure 2.14.1 Suffolk Onshore Scheme Long List of Other Developments**
- **Volume 3, Part 2, Figure 2.14.2 The Sizewell C main development site**;
- **Volume 3, Part 2, Figure 2.14.3 A12 Bypass (the 'two village' bypass)**;
- **Volume 3, Part 2, Figure 2.14.4 Yoxford Roundabout**;
- **Volume 3, Part 2, Figure 2.14.5 Freight management facility at Seven Hills**;
- **Volume 3, Part 2, Figure 2.14.6 Sizewell link road**;
- **Volume 3, Part 2, Figure 2.14.7 Northern park and ride**;
- **Volume 3, Part 2, Figure 2.14.8 Southern park and ride**;
- **Volume 3, Part 2, Figure 2.14.9 Rail upgrades to Saxmundham and Leiston Branch Line and Rail extension route**;
- **Volume 3, Part 2, Figure 2.14.10 East Anglia ONE North Offshore Windfarm**;
- **Volume 3, Part 2, Figure 2.14.11 East Anglia TWO Offshore Windfarm**;
- **Volume 3, Part 2, Figure 2.14.12 Nautilus Offshore Interconnector**;
- **Volume 3, Part 2, Figure 2.14.13 High Lodge Leisure**;
- **Volume 3, Part 2, Figure 2.14.14 Croft Farm land and buildings**;
- **Volume 3, Part 2, Figure 2.14.15 Park Farm Solar Farm**;

- **Volume 3, Part 2, Figure 2.14.16 Residential Development, Brightwell Lakes**;
- **Volume 3, Part 2, Figure 2.14.17 Residential Development, Darsham Station**;
- **Volume 3, Part 2, Figure 2.14.18 Proposed reservoir, Grange Farm**;
- **Volume 3, Part 2, Figure 2.14.19 Saxmundham to Peasenhall Water Mains Installation;**
- **Volume 3, Part 2, Figure 2.14.20 The Sizewell B Relocated Facilities**;
- **Volume 3, Part 2, Figure 2.14.21 Town Farm Solar Farm**;
- **Volume 3, Part 2, Figure 2.14.22 UKZ139 BC Wissett Solar Farm**;
- **Volume 3, Part 2, Figure 2.14.23 Brundish Manor Solar Farm**;
- **Volume 3, Part 2, Figure 2.14.24 LionLink Offshore Interconnector**;
- **Volume 3, Part 2, Figure 2.14.25 Norwich to Tilbury**;
- **Volume 3, Part 2, Figure 2.14.26 Saxmundham South Garden Neighbourhood;**
- **Volume 3, Part 2, Figure 2.14.27 Solar Fram, Parham, Suffolk;** and
- **Volume 3, Part 2, Figure 2.14.28 Rock Barracks Heath Road Solar Farm.**

2.14.1.5 This chapter is supported by the following appendices:

- **Volume 2, Part 2, Appendix 2.14.A, Descriptions of Other Projects**;
- **Volume 2, Part 1, Appendix 1.5.A, Cumulative Effects Assessment Methodologies;** and
- **Volume 2, Part 1, Appendix 1.5.B, Inter-Project Cumulative Effects Initial Long List.**

2.14.2 Assessment

Stage 1

Review of the Zone of Influence (ZOI)

2.14.2.1 The first step in identifying the long list was to establish the Zone of Influence (ZOI) for the Suffolk Onshore Scheme. **Volume 2, Part 1, Appendix 1.5.A, Cumulative Effects Assessment Methodologies** presents how the ZOI has been defined based upon the largest study area of the Suffolk Onshore technical chapters (2-12) and doubling that area in order to identify a long list of 'other developments'. These study areas take into account environmental influences such as landscape and visual amenity originating at distance from the Suffolk Onshore Scheme and the wide-ranging nature of protected species rather than the maximum area over which the Suffolk Onshore Scheme could result in potential effects.

2.14.2.2 During Scoping an overall cumulative assessment ZOI of 20 km was proposed. This was based upon the largest topic study area, ecology and biodiversity being identified as 10 km, therefore a ZOI of 20 km from the Suffolk Onshore Scheme was established to identify the initial long list of other developments.

2.14.2.3 This ZOI has been backchecked as part of this PEIR to take account of any changes in the proposed study areas since scoping. The study areas applied in the technical chapter 2-12 are summarised in Table 2.14.1. The rationale for these study areas are explained in section 6 of the relevant technical chapters 2-12. These study areas were presented during Scoping and discussed with stakeholders prior to submission of this PEIR as required. The initial long list of other developments presented in **Volume 2, Part 1, Appendix 1.5.B, Inter-Project Cumulative Effects Initial Long List** has been updated to reflect any additional other developments that have been considered since Scoping.

Table 2.14.1: Study Areas for environmental topics

Environmental Topic	Study areas
Landscape and Visual	3 km from draft Order Limits for converter station and 1 km from draft Order Limits for High Voltage Direct Current (HVDC) and High Voltage Alternating Current (HVAC) corridors.
Ecology and Nature Conservation	10 km from the draft Order Limits for internationally important wildlife sites, 5 km for nationally important wildlife sites, 2 km for locally important wildlife sites. Impacts on internationally important wildlife sites also consider functionally-linked land up to 20km from such sites depending on species of interest.
Cultural Heritage	500 m from draft Order Limits for baseline, and 2 km for impacts on setting.
Water Environment	500 m from draft Order Limits
Geology and Hydrogeology	1 km from the draft Order Limits
Agriculture and Soils	5 km
Traffic and Transport	3.5 to 8 km
Air Quality	Construction dust – 350 m from the draft Order Limits Trackout – 50 m of the routes used by construction vehicles on the public highway, 500m from the site entrances Construction vehicle emissions – 200 m of the affected road network Non-Road Mobile Machinery (NRMM) emissions – 200 m of the proposed construction compounds Substation Back-up Generator Emissions – 200 m from the proposed generator
Noise and Vibration	300 m from works locations for construction noise, 100 m from works locations for construction vibration, and 1 km from sources of operational noise.

Environmental Topic	Study areas
Socio-economics, recreation and tourism	500 m from the draft Order Limits for land public rights of way, residential properties, business premises, visitor attractions, community facilities, open space and development land. 1 km from the draft Order Limits for Local communities that could be affected by severance.[1]
Health and Wellbeing	For the assessment of health effects, the study area is defined based on the geographic extent of other topics for each environmental aspect of relevance to health and wellbeing, including, landscape and visual, traffic and transport, air quality, noise and vibration, and socio-economics, recreation and tourism. These study areas are set out above and are considered sufficient to identify health receptors which could be impacted by the Suffolk Onshore Scheme in cumulation with other developments.

Stage 2

2.14.2.4 Table 2.14.2 below presents the refined long list of other developments considered during Stage 1 and 2. This list has been kept under review throughout the preparation of the PEIR and has been updated as required. Where other developments have been struck through this is because they were previously identified for inclusion but they are no longer been considered because the development has been withdrawn, completed or expected to be complete prior to the construction of the Proposed Project and therefore has been considered as part of the baseline for the preliminary assessment.

2.14.2.5 Other developments that following a review of the ZOI, were previously unknown or that have been identified through stakeholder engagement since the Scoping Report (Ref 2.14.1) was published have been added in bold (**bold**).

[1] The economic impacts of the Proposed Project including employment generation and GVA generation during the construction phase has been assessed from using a 60-minute drive time study area. The cumulative economic effects have not been assessed within the inter-project cumulative assessment due to the absence of detailed information of other projects at this stage and will be assessed at the ES stage. This will include further assessment of the cumulative impact of the Proposed Project on the construction workforce, community infrastructure, the tourist economy and accommodation.

Table 2.14.2: Major Developments 'Long List' to be considered in the Inter-Project Cumulative Effects Assessment (CEA)

ID	Other Development	Development Description	Tier[2]	Distance from the Suffolk Onshore Scheme (km)
1	Sizewell C – main development site[3]	The main development site encompasses the area required for construction and operation the Sizewell C - main development site. It comprises permanent facilities for the operation of the power station as well a temporary facilities mostly used to help facilitate the construction of the development, as well as road alterations, ecological mitigation areas, accommodation and recreational facilities. In addition to the main development site, there are a number of associated developments. These are listed in separate rows below under IDs 292, 293, 294 and 295)	1	2.47
292	A12 Bypass (also known as the 'two village bypass')	A new, permanent, single carriageway bypass of Stratford St Andrews and Farnham. The bypass will form a new section of the A12, to help facilitate HGV transport during the construction and operational phases of the Sizewell C project as well as for public use	1	1.9
293	Yoxford roundabout	A new roundabout at the existing A12 and B1122 junction at Yoxford, 100m north of the existing A12/ B1122 junction.	1	4.7

[2] The developments have been categorised into tiers which descend from Tier 1 (most certain) to Tier 3 (least certain) and reflect a diminishing degree of certainty which can be assigned to each development.

[3] For the purpose of this preliminary assessment, the various components of the Sizewell C DCO have been considered separately (i.e. the main development site, A12 bypass (two village bypass), the park and rides, Yoxford roundabout, the freight management facility, the Sizewell link road and the rail link, as well as the offsite ecological mitigation) based on the ZOI presented in Table 2.14.2, as some of these components are distant from each other and therefore have different receptors. Further consideration of the development brought forward as part of the Sizewell C DCO as a whole will be included, as appropriate, within the cumulative assessment to be presented in the ES. For instance, cumulative effects associated with the number of construction workers or indirect effects associated with construction traffic would apply to the whole project, not one aspect of it, and may require a larger ZOI to be considered. Given the scale and nature of the Sizewell C development, cumulative effects that arise when considering the development as a whole, have the potential to be significant.

ID	Other Development	Development Description	Tier[2]	Distance from the Suffolk Onshore Scheme (km)
294	Freight management facility at Seven Hills	A temporary freight management facility (FMF) to help facilitate the development construction phase. The site will aid in the efficient delivery of materials via HGV and prevent congestion in the local area at peak delivery times. The FMF will include 150 parking spaces It will be located on the A12/ A14 at the Seven Hills site across 9.9ha accessed via Old Felixstowe Road.	1	25.4
295	Sizewell link road-	A new, permanent, single carriageway road to bypass the villages of Middleton Moor and Theberton to facilitate movement of HGV construction, and will prevent development related HGV congestion on the B1122. The road will be open to the public. The scheme includes provision of a new 15- 20m bridge across the East Suffolk Rail Line and Pretty Road.	1	2.9
296	Northern park and ride	The northern park and ride would be situated to the west of the A12, to the east of the East Suffolk line and to the north of Darsham rail station. Access to the site would be via a new temporary three arm roundabout, with works to Willow Marsh Lane and the temporary realignment of the A12 via the roundabout. The park and ride includes: • 1,250 car parking spaces; • 10 van spaces; • 80 motorbike spaces; • Bus terminus and associated shelters; and • Cycle parking for 20 bikes.	1	5.9
297	Southern park and ride	The southern park and ride would be located to the north-east of Wickham Market. Access to the site would be off the slip road from the B1078 which	1	8.2

ID	Other Development	Development Description	Tier[2]	Distance from the Suffolk Onshore Scheme (km)
		leads to the northbound A12. The park and ride includes: • 1,250 car parking spaces; • 10 van spaces; • 80 motorbike spaces; • Bus terminus and associated shelters; • Cycle parking for 20 bikes. • a Traffic Incident Management Area (TIMA) to enable HGV emergency parking; and • a and postal consolidation building.		
298	Rail Improvements and rail extension route	Sizewell C is proposing to move some freight via rail infrastructure and included the following within its DCO: • a temporary rail extension of the existing Saxmundham to Leiston branch line to a terminal within the main development site (ID1) • rail track upgrades and works on up to eight level crossings would be required on the Saxmundham to Leiston branch line to accommodate the additional freight trains.	1	There is an overlap between the Suffolk Onshore Scheme and the Saxmundham to Leiston rail improvements Order Limits
5	East Anglia ONE North Offshore Windfarm	A proposed 208 km^2 wind farm developed by Scottish Power Renewables (SPR) consisting of 67 turbines with a combined electricity generation capacity of 800 MW, an extension of the existing East Anglia ONE array. It is part of the East Anglia Hub which includes three arrays off the coast of Suffolk	1	There is an overlap between the Suffolk Onshore Scheme and the East Anglia ONE North Offshore Windfarm Order Limits
6	East Anglia TWO Offshore Windfarm	A proposed 255km2 wind farm developed by Scottish Power Renewables (SPR) consisting of 75 turbines with a combined electricity	1	There is an overlap between the Suffolk Onshore Scheme and the East Anglia

ID	Other Development	Development Description	Tier[2]	Distance from the Suffolk Onshore Scheme (km)
		generation capacity of 900MW (Ref 2.8). The subsea export cable is 57 km from the Suffolk Coast.		Two Offshore Windfarm Order Limits
7	Nautilus Offshore Interconnector[4]	A 1.4GW capacity multipurpose interconnector (MPI) connecting Belgium with the Suffolk Coast being developed by National Grid Ventures (NGV). The aim will be to increase transfer in offshore wind electricity generation and improve grid capacity in both countries to achieve this. Along with the subsea HVDC cable and offshore HVDC converter platform the project includes several developments onshore in Suffolk: • Subsurface HVDC cables; • Onshore HVDC converter station; and • Subsurface HVAC cables.	3	There is an overlap between the Suffolk Onshore Scheme and Nautilus Offshore Interconnector draft scheme boundary
221	High Lodge Leisure	The redevelopment of the golf course and vacant paddock land at the existing High Lodge Leisure. The new development will include: • 170 holiday lodges; • 3 tree houses; • New facilities building; • Maintenance and housekeeping building; and • Car parking and associated road works.	1	8.23
228	Croft Farm land and buildings	The conversion of agricultural land and part of an agricultural building into a 30 caravan capacity site with	1	2.29

[4] The installation of additional empty ducts along the Proposed Project's HVCD and HVAC cable routes, as well as at the landfall, to accommodate the NGV projects has been assessed in chapters 2-12 as part of the co-location scenario. Works to install the cables within the empty ducts would be subject to separate project consents to be obtained for by NGV and is therefore assessed cumulatively within this chapter. The presence of up to three converter stations at the Saxmundham converter station site has also been considered as part of the co-location scenario. The assessment of the installation of the NGV converter stations is considered cumulatively in this chapter, as the Proposed Project will not be seeking consent for these converter station and they will be subject to separate consents.

ID	Other Development	Development Description	Tier[2]	Distance from the Suffolk Onshore Scheme (km)
		associated facilities such as toilets, showers and reception facilities.		
233	Park Farm Solar Farm	Erection of a solar photovoltaic (PV) array, with a total export capacity of up to 21 MW. Each of the solar panels will be mounted on a fixed panel system. Relevant associated infrastructure includes such as transformers, private switchgear and DNO switchgear	1	10.79
240	**Residential Development, Brightwell Lakes**	**Outline planning permission for up to 2000 residential properties and mixed use area of employment, such as a school, green infrastructure, outdoor play areas, a sports ground and public footpaths and cycleways.**	**1**	**21.99**
245	Residential Development, Darsham Station	A planning application for 110 residential property development over 7.28ha developed by Scott Properties.	1	5.85
248	Solar Farm, Parham, Suffolk	Land for the development of a 74ha photovoltaic solar farm and associated infrastructure. The site will be developed by Low Carbon Park 3.	1	7.81
263	Proposed reservoir, Grange Farm	An Environmental Impact Assessment (EIA) screening opinion for a proposed reservoir on land. (Decision – EIA not required).	1	6.55
266	Saxmundham to Peasenhall Water Mains Installation	An EIA screening opinion on a 250mm diameter water pipeline running 7.7km between Lodgewood Water Tower, Peasenhall to Saxmundham Water Tower. It is being developed by Essex and Suffolk Water.	3	0.94
270 271	The Sizewell B Relocated Facilities	Sizewell B Nuclear Power Station is a pressurised water nuclear reactor (PWR) with a combined energy generation capacity of 1198MW	1	4.25

ID	Other Development	Development Description	Tier[2]	Distance from the Suffolk Onshore Scheme (km)
		developed and managed by EDF Energy. The reactor began operation in 1995. Multiple facilities will be relocated within the Sizewell complex on adjoining land from north of Sizewell B Nuclear Power Station to west of Sizewell A Nuclear Power Station as well as land to the west of Sizewell B outside the nuclear site licence boundary. The rationale for the relocation is to facilitate the construction of Sizewell C - main development site.		
277	Town Farm Solar Farm	A planned development for a 21MW electricity generation capacity photovoltaic solar farm developed by BSR Energy. It will also include associated infrastructure including transformers, private switchgear and DNO switchgear.	1	3.98
279	UKZ139 BC Wissett Solar Farm	An EIA Screening Opinion request for a planned development for a 27MW electricity generation capacity photovoltaic solar farm developed by Pathfinder Clean Energy. The solar farm will cover 87.5ha of farmland and includes solar panels and associated infrastructure including security equipment, switchgear and transformers. A 10MW energy storage system across 10 containers will also be included.	3	6.55
285	Brundish Manor Solar Farm	A planned development for the siting of a 45kV photovoltaic solar array in paddock developed by Greensmart Renewables Ltd. It includes 180 photovoltaic solar panels and associated infrastructure.	1	14.1
287	LionLink (Formerly known as EuroLink) Offshore Interconnector[4]	A 1.8GW MPI connecting the Netherlands and the UK developed by NGV, formerly EuroLink. The aim will be to increase transfer in offshore wind electricity generation and	3	There is an overlap between the Suffolk Onshore Scheme and LionLink Offshore

ID	Other Development	Development Description	Tier[2]	Distance from the Suffolk Onshore Scheme (km)
		improve grid capacity in both countries to achieve this.		Interconnector draft scheme boundary
288	Norwich to Tilbury	An onshore network re-enforcement involving 180km of Overhead Lines (OHL) along with a 400kV capacity substation.	2	29
290	**Rock Barracks Heath Road Solar Farm**	**Installation of a ground mounted solar photovoltaic array together with associated infrastructure; security fencing; CCTV, access gate and cable route.**	**2**	**15.5**
291	**Saxmundham South Garden Neighbourhood**	**A proposed 44ha site which is to include 800 dwellings, a new primary school, community facilities and employment land along with the provision of appropriate green infrastructure and open space.**	**3**	**0**

2.14.2.6 Table 2.14.3 to Table 2.14.29 provide a summary of stage 1 and 2 of the Suffolk Onshore Scheme inter-project CEA. These table provide details for the 'other developments' listed above and identifies which of the topic-specific ZOIs the 'other development' falls within and evaluates if the 'other development' should be taken forward to stage 3 and 4 of the assessment for each topic.

Table 2.14.3 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Sizewell C - main development site (ID1)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
The Sizewell C - main development site					
Landscape and Visual	No	Yes	Yes	The scale of Sizewell C main development site is not dissimilar and combined theoretical visibility therefore potential for significant effects. Noting that the Sizewell C main development site is predominantly located in a Landscape Character Area (LCA) scoped out of the assessment for the Suffolk Onshore Scheme.	**Yes**
Ecology and Biodiversity	Yes	Yes	Yes	The Sizewell C main development site will affect Minsmere-Walberswick Special Protection Area (SPA) including through disturbance and loss of habitat for SPA birds. Mitigation and compensation for this has been built into the DCO. However, white-fronted goose associated with the SPA could be using functionally-linked habitat within the Suffolk Onshore Scheme leading to the potential for cumulative effects.	**Yes**
Historic Environment	No	No		While the Sizewell C main development site is large in nature, it will not result in any physical impacts	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				on assets that fall within the Suffolk Onshore Scheme. Likewise, the distance from the Suffolk Onshore Scheme means no significant impacts on the setting of assets assessed as part of the Proposed Project.	
Water Environment	No	No	Yes	There are no shared onshore water environment receptors or pathways as Sizewell C main development site is located in a separate hydrological catchment.	No
Geology and Hydrogeology	No	No	Yes	The Sizewell C main development site is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative impacts.	No
Agriculture and Soils	Yes	Yes	Yes	The Sizewell C main development site development will both temporarily and permanently impact significant areas of Best MV land and disturb the soils associated with this land.	**Yes**
Traffic and Transport	Yes	Yes	Yes	Potential for cumulative traffic and transport effects across several shared road link and road junction receptors during the peak construction phase (2029) of the Proposed Project as a	**Yes**

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				result of construction traffic associated with Sizewell C main development site.	
Air Quality	Yes (potentially for vehicle emissions)	Yes	Yes	Vehicles associated with the Sizewell C main development site share the same routes as vehicles associated with the construction of the Proposed Project, such as the A12. This could result in cumulative air quality effects and may affect receptors in the Stratford St Andrews Air Quality Management Area (AQMA).	**Yes**
Noise and Vibration	No	No	Yes	There are no shared noise sensitive receptors with the Sizewell C main development site with regards to operational noise and construction noise. There are however, shared construction traffic routes.	No
Socio-Economics, Recreation and Tourism	No	No	Yes	While Sizewell C main development site and associated road schemes (A12 Bypass and Yoxford Roundabout developments) are located outside of the ZOI for socio-economics, recreation and tourism, there is a potential for cumulative impacts during the peak construction phase (2029) of the Proposed Project linked to construction workforce availability and accommodation capacity.	**Yes**

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Health and Wellbeing	Yes	Yes	Yes	Potential for cumulative health and wellbeing effects linked to landscape and visual amenity, traffic and transport and air quality.	**Yes**

Table 2.14.4 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - A12 Bypass (ID292)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
A12 Bypass					
Landscape and Visual	Yes	Yes	Yes	The differing scale and nature of the development is unlikely to result in a significant cumulative effect on landscape character as the LCA that the A12 Bypass development falls within was scoped out of the assessed for the Suffolk Onshore Scheme. Whilst there is the potential for combined theoretical visibility it would be limited due to landform and intervening vegetation. Whilst it is considered unlikely that this would give rise to potential significant cumulative effect this will be carried through to stage 3 for further assessment.	**Yes**
Ecology and Biodiversity	Yes	Yes	Yes	The road will cut through areas of woodland but will not affect habitat used by Minsmere-Walberswick SPA birds and will therefore not trigger cumulative effects with the Suffolk Onshore Scheme.	No
Historic Environment	No	No		The A12 Bypass will not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. Likewise, the distance from the Suffolk	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				Onshore Scheme means no significant impacts on the setting of assets assessed as part of the Proposed Project.	
Water Environment	No	No		The A12 Bypass development is partially located in the catchment of the River Fromus, so there is a shared receptor. However, given the scale and nature of the development is unlikely to result in a significant cumulative effect on this watercourse.	No
Geology and Hydrogeology	No	No	Yes	The A12 Bypass is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative impacts.	No
Agriculture and Soils	No	No	Yes	The A12 Bypass is located outside of the ZOI for Agriculture and Soils and therefore there are unlikely to be significant cumulative impacts.	No
Traffic and Transport	No	Yes	Yes	The development is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project. The original programme stated construction would take place between 2022-2023 with the bypass to be operational by 2024. Even if the	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				development is not operational by 2024, the construction works are still currently expected to be completed well in advance of 2029. As such, there is not expected to be any potential for cumulative effects as a result of construction traffic associated with the development. In terms of operation, the development would increase the capacity of the highway network. However, to provide a worst-case assessment, it has been assumed that all construction traffic associated with the Suffolk Onshore Scheme travelling to/ from the south would use the A12 and not the bypass. Table 2.14.3 considers the cumulative impacts associated with Sizewell C main development site as a whole and all associated additional construction traffic.	
Air Quality	Yes (potentially for vehicle emissions)	Yes	Yes	The development is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project. As such, there is not expected to be any potential for cumulative effects as a result of construction traffic	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				associated with the development. The cumulative impacts from the Sizewell C project main development site has been covered in Table 2.14.3. This considers the project as a whole and all associated additional construction traffic.	
Noise and Vibration	No	No	Yes	The development is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project. As such, there is not expected to be any potential for cumulative effects as a result of construction traffic associated with the development. There are therefore no shared noise sensitive receptors with the A12 Bypass development.	No
Socio-Economics, Recreation and Tourism	No	No	Yes	Table 2.14.3. considers the cumulative impacts associated with Sizewell C main development site as a whole.	**Yes**
Health and Wellbeing	Yes	Yes	Yes	Potential for cumulative health and wellbeing effects linked to landscape and visual amenity and air quality.	**Yes**

Table 2.14.5 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Yoxford Roundabout (ID 293)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Yoxford Roundabout					
Landscape and Visual	No	Yes	Yes	The small-scale nature of the development combined with the lack of intervisibility and no shared receptors would result in no significant cumulative effects on landscape character or visual amenity.	No
Ecology and Biodiversity	Yes	Yes	Yes	The small scale nature of this development combined with its relative distance from the Suffolk Onshore Boundary means cumulative effects are not expected.	No
Historic Environment	No	No		The Yoxford Roundabout will not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. Likewise, the distance from the Suffolk Onshore Scheme means no significant impacts on the setting of assets assessed as part of the Proposed Project.	No
Water Environment	No	No		There are no shared onshore water environment receptors or pathways as the Yoxford roundabout development is located in a separate hydrological catchment.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Geology and Hydrogeology	No	No	Yes	The Yoxford roundabout is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative impacts.	No
Agriculture and Soils	Yes	Yes	Yes	Due to the scale and nature of the development the Yoxford roundabout is unlikely to contribute to significant cumulative impacts.	No
Traffic and Transport	Yes	Yes	Yes	The development is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project. As such, there is not expected to be any potential for cumulative effects as a result of construction traffic associated with the development. In terms of operation, the development would increase the capacity of the highway network which is likely to benefit the Proposed Project as any construction traffic associated with the Suffolk Onshore Scheme and travelling to/from the north via the A12 is expected to utilise the improved Yoxford Roundabout. Table 2.14.3 considers the cumulative impacts associated with Sizewell C	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				main development site as a whole and all associated additional construction traffic.	
Air Quality	Yes (potentially for vehicle emissions)	Yes	Yes	The development is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project. As such, there is not expected to be any potential for cumulative effects as a result of construction traffic associated with the development. The cumulative impacts from the Sizewell C project main development site has been covered in Table 2.14.3. This considers the project as a whole and all associated additional construction traffic.	No
Noise and Vibration	No	No	Yes	The development is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project. As such, there is not expected to be any potential for cumulative effects as a result of construction traffic associated with the development. There are therefore no shared noise sensitive receptors with the Yoxford Roundabout development.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Socio-Economics, Recreation and Tourism	No	No	Yes	Table 2.14.3 considers the cumulative impacts associated with Sizewell C main development site as a whole.	**Yes**
Health and Wellbeing	Yes	Yes	Yes	Potential for cumulative health and wellbeing effects linked to air quality.	**Yes**

Table 2.14.6 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Seven Hill Freight Management Facility (ID 294)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Seven Hill Freight Management Facility					
Landscape and Visual	No	Yes	Yes	Not likely to have a significant cumulative effect due to lack of shared receptors, no combined theoretical visibility and distance.	No
Ecology and Biodiversity	No	No		Not likely to have cumulative effect due to distance.	No
Historic Environment	No	No		The Seven Hill scheme will not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. Likewise, the distance from the Suffolk Onshore Scheme means no significant impacts on the setting of assets assessed as part of the Proposed Project.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Water Environment	No	No		There are no shared onshore water environment receptors or pathways as the Seven Hill Freight Management Facility development is located in a separate hydrological catchment.	No
Geology and Hydrogeology	No	No	Yes	The Seven Hill Freight Management Facility is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative impacts.	No
Agriculture and Soils	No	No	Yes	The Seven Hill Freight Management Facility is located outside of the ZOI for Agriculture and Soils therefore there are unlikely to be significant cumulative impacts.	No
Traffic and Transport	Yes (in terms of vehicle trips)	Yes	Yes	The development is expected to be complete and operational well in	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				advance of the peak construction phase (2029) of the Proposed Project, with limited operational traffic expected. As such, there is not expected to be any potential for cumulative effects. Table 2.14.3 considers the cumulative impacts associated with Sizewell C main development site as a whole and all associated additional construction traffic.	
Air Quality	Yes (potentially for vehicle emissions)	Yes	Yes	The development is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project, with limited operational traffic expected. As such, there is not expected to be any potential for cumulative effects.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Noise and Vibration	No	No	Yes	There are no shared noise sensitive receptors with the Seven Hill Freight Management Facility development.	No
Socio-Economics, Recreation and Tourism	No	No	Yes	Seven Hill Freight Management Facility is located outside of the ZOI for socio-economics, recreation and tourism therefore there are unlikely to be significant cumulative impacts.	No
Health and Wellbeing	Yes	Yes	Yes	The development is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project, with limited operational traffic expected. Therefore, there is not expected to be any significant cumulative health and wellbeing	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				effects linked to traffic and transport and air quality.	

Table 2.14.7 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Sizewell Link Road (ID 295)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Sizewell Link Road					
Landscape and Visual	Yes	Yes	Yes	The Sizewell link road is located within the same LCA as the Suffolk Onshore Scheme. However, the development has no shared visual receptors with the Suffolk Onshore Scheme, with receptors localised around the development. Due to lack of combined theoretical visibility and geographical separation, significant cumulative effects are unlikely.	**Yes**
Ecology and Biodiversity	Yes	Yes	Yes	The Sizewell link road does not pass through any designated sites, and due relative distance from the Suffolk Onshore Boundary, cumulative effects are not expected.	No
Historic Environment	No	No		The Sizewell link road will not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. Likewise, the distance from the Suffolk Onshore Scheme means no significant impacts on the setting of assets assessed as part of the Proposed Project.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Water Environment	No	No		The Sizewell link road is located in a separate hydrological catchment to the Suffolk Onshore Scheme, so there are no shared receptors or pathways and no potential for significant cumulative effects.	No
Geology and Hydrogeology	No	No	Yes	The Sizewell link road is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative impacts.	No
Agriculture and Soils	No	Yes	Yes	The Sizewell link road is significant in scale and will have both temporary and permanent impacts on significant areas of Best and Most Versatile land and disturb the soils associated with this land.	**Yes**
Traffic and Transport	Yes	Yes	Yes	The Sizewell link road is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project. As such, there is not expected to be any potential for cumulative effects as a result of construction traffic associated with the development. In terms of operation, the development would increase the capacity of the highway network. However, to provide	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				a worst-case assessment, it has been assumed that all construction traffic associated with the Suffolk Onshore Scheme travelling to/ from the north would use the A12 and not the link road. Table 2.14.3 considers the cumulative impacts associated with Sizewell C main development site as a whole and all associated additional construction traffic.	
Air Quality	Yes (potentially for vehicle emissions)	Yes	Yes	The Sizewell link road is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project. As such, there is not expected to be any potential for cumulative effects as a result of construction traffic associated with the development. The cumulative impacts from the Sizewell C project main development site has been covered in Table 2.14.3. This considers the project as a whole and all associated additional construction traffic.	No
Noise and Vibration	No	No	Yes	There are no shared noise sensitive receptors with the Sizewell Link Road development.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Socio-Economics, Recreation and Tourism	No	No	Yes	The Sizewell Link Road development is located outside of the ZOI for socio-economics, recreation and tourism therefore there are unlikely to be significant cumulative impacts.	No
Health and Wellbeing	Yes	Yes	Yes	Potential for cumulative health and wellbeing effects linked to landscape and visual amenity and air quality.	**Yes**

Table 2.14.8 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA – Northern park and ride (ID 296)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Northern park and ride					
Landscape and Visual	Yes	Yes	Yes	The small-scale nature of the northern park and ride development combined with the lack of intervisibility and no shared receptors would result in no significant cumulative effects on landscape character or visual amenity	**No**
Ecology and Biodiversity	Yes	Yes	Yes	The northern park and ride does not have any direct impacts upon any designated sites, and due relative distance from the Suffolk Onshore Boundary, cumulative effects are not expected.	No
Historic Environment	No	No		The northern park and ride will not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. Likewise, the distance from the Suffolk Onshore Scheme means no significant impacts on the setting of assets assessed as part of the Proposed Project.	No
Water Environment	No	No		The northern park and ride is located in a separate hydrological catchment to the Suffolk Onshore Scheme. There are no shared receptors or pathways	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				and no potential for a significant cumulative effect.	
Geology and Hydrogeology	No	No	Yes	The northern park and ride is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative impacts.	No
Agriculture and Soils	No	No	Yes	The scale and nature of the development is unlikely to result in a significant cumulative impact.	No
Traffic and Transport	Yes	Yes	Yes	The northern park and ride is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project. There is not expected to be any potential for cumulative effects as a result of construction traffic associated with the development. In terms of operation, use of the development has been considered in the construction of the Sizewell C main development site. Table 2.14.3 considers the cumulative impacts associated with Sizewell C main development site as a whole and all associated additional construction traffic.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Air Quality	Yes (potentially for vehicle emissions)	Yes	Yes	The northern park and ride is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project. There is not expected to be any potential for cumulative effects as a result of construction traffic associated with the development.	No
Noise and Vibration	No	No	Yes	There are no shared noise sensitive receptors with the northern park and ride development.	No
Socio-Economics, Recreation and Tourism	No	No	Yes	The northern park and ride development is located outside of the ZOI for socio-economics, recreation and tourism therefore there are unlikely to be significant cumulative impacts.	No
Health and Wellbeing	Yes	Yes	Yes	The northern park and ride is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project. There is not expected to be any potential for cumulative health and wellbeing effects.	No

Table 2.14.9 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA – Southern park and ride (ID 297)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Southern park and ride					
Landscape and Visual	Yes	Yes	Yes	The small-scale nature of the southern park and ride development combined with the lack of intervisibility and no shared receptors would result in no significant cumulative effects on landscape character or visual amenity.	No
Ecology and Biodiversity	Yes	Yes	Yes	The southern park and ride does not have any direct impacts upon any designated sites, and due relative distance from the Suffolk Onshore Boundary, cumulative effects are not expected.	No
Historic Environment	No	No		The southern park and ride will not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. Likewise, the distance from the Suffolk Onshore Scheme means no significant impacts on the setting of assets assessed as part of the Proposed Project.	No
Water Environment	No	No		The southern park and ride is located in a separate hydrological catchment to the Suffolk Onshore Scheme. There are no shared receptors or pathways	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				and no potential for a significant cumulative effect.	
Geology and Hydrogeology	No	No	Yes	The southern park and ride is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative impacts.	No
Agriculture and Soils	No	No	Yes	The scale and nature of the development is unlikely to result in a significant cumulative impact.	No
Traffic and Transport	Yes	Yes	Yes	The southern park and ride is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project. There is not expected to be any potential for cumulative effects as a result of construction traffic associated with the development. In terms of operation, use of the development has been considered in the construction of the Sizewell C main development site. Table 2.14.3 considers the cumulative impacts associated with Sizewell C main development site as a whole and all associated additional construction traffic.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Air Quality	Yes (potentially for vehicle emissions)	Yes	Yes	The southern park and ride is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project. There is not expected to be any potential for cumulative effects as a result of construction traffic associated with the development.	No
Noise and Vibration	No	No	Yes	There are no shared noise sensitive receptors with the southern park and ride development.	No
Socio-Economics, Recreation and Tourism	No	No	Yes	The northern park and ride development is located outside of the ZOI for socio-economics, recreation and tourism therefore there are unlikely to be significant cumulative impacts.	No
Health and Wellbeing	Yes	Yes	Yes	The southern park and ride is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project. There is not expected to be any potential for cumulative health and wellbeing effects.	No

Table 2.14.10 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA – Sizewell C Rail (ID 298)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Sizewell C Rail					
Landscape and Visual	Yes	Yes	Yes	The rail upgrade works will be within the context of the existing Saxmundham to Leiston branch line and would be unlikely to result in combined effects with the Proposed Project.	No
Ecology and Biodiversity	Yes	Yes	Yes	The rail upgrade works will be within the context of the existing Saxmundham to Leiston branch line and would be unlikely to result in combined effects with the Proposed Project.	No
Historic Environment	No	No		The rail upgrade works will be within the context of the existing Saxmundham to Leiston branch line and would be unlikely to result in combined effects with the Proposed Project. The rail extension route will not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. Likewise, the distance from the Suffolk Onshore Scheme means no significant impacts on the setting of assets	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				assessed as part of the Proposed Project.	
Water Environment	No	No		The rail upgrade works will be within the context of the existing Saxmundham to Leiston branch line and would be unlikely to result in combined effects with the Proposed Project. The rail extension route is located largely outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative impacts.	No
Geology and Hydrogeology	No	No	Yes	The rail upgrade works will be within the context of the existing Saxmundham to Leiston branch line and would be unlikely to result in combined effects with the Proposed Project. The rail extension route is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative impacts.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Agriculture and Soils	No	No	Yes	The scale and nature of the development is unlikely to result in a significant cumulative impact.	No
Traffic and Transport	Yes	Yes	Yes	The rail upgrade works will be within the context of the existing Saxmundham to Leiston branch line and would be unlikely to result in combined effects with the Proposed Project. The rail extension route is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project. There is not expected to be any potential for cumulative effects as a result of construction traffic associated with the development. In terms of operation, the development would reduce the overall number of HGV movements associated with the construction of the Sizewell C main development site on the highway network. However, to provide a worst-case assessment, the HGV trips considered in the assessment of the Sizewell C main development site	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				exclude the use of any rail freight upgrades. Table 2.14.3 considers the cumulative impacts associated with Sizewell C main development site as a whole and all associated additional construction traffic.	
Air Quality	Yes (potentially for vehicle emissions)	Yes	Yes	Vehicles associated with the development may share the same routes as vehicles associated with the construction of the Proposed Project, such as the A12. However the rail extension route is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project.	No
Noise and Vibration	No	No	Yes	The rail upgrade works will be within the context of the existing Saxmundham to Leiston branch line and would be unlikely to result in combined effects with the Proposed Project. The rail extension route has no shared noise sensitive receptors with the Proposed Project. Operation of the rail route by Sizewell C would therefore not likely have any combined effects with the Proposed project.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Socio-Economics, Recreation and Tourism	No	No	Yes	The rail upgrade works will be within the context of the existing Saxmundham to Leiston branch line and would be unlikely to result in combined effects with the Proposed Project. The rail extension route is located outside of the ZOI for socio-economics, recreation and tourism therefore there are unlikely to be significant cumulative impacts.	No
Health and Wellbeing	Yes	Yes	Yes	The rail upgrade works will be within the context of the existing Saxmundham to Leiston branch line and would be unlikely to result in combined effects with the Proposed Project.	**Yes**

Table 2.14.11 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - East Anglia ONE Offshore Windfarms (ID 5)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
East Anglia ONE Offshore Windfarm					
Landscape and Visual	Yes	Yes	Yes	Similar scale and type of onshore development to the Proposed Project and also has shared visual receptors and shared LCAs. Therefore there is the potential for significant cumulative effects.	**Yes**
Ecology and Biodiversity	Yes	Yes	Yes	Impacts that may arise 'in combination' with the Suffolk Onshore Scheme are disturbance of birds associated with Sandlings SPA and loss of functionally linked habitat for species associated with Minsmere-Walberswick SPA or Alde-Ore Estuary SPA.	**Yes**
Historic Environment	Yes	Yes		The East Anglia ONE Offshore Windfarm scheme should not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. However, there is the potential for the project to result in impacts on the setting of assets assessed as part of the Proposed Project as a result of the Friston Substation.	**Yes**

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Water Environment	Yes	Yes	Yes	The East Anglia ONE Offshore Windfarm scheme is of a similar type and scale of development, with shared water environment receptors and potential impact pathways.	**Yes**
Geology and Hydrogeology	Yes	Yes	Yes	The nature of the East Anglia ONE Offshore Windfarm development is such that significant effects on geology and hydrogeology are not anticipated. In addition, significant contamination sources have not been identified within the Suffolk Onshore Scheme. In addition, legislation and planning requires that for new development, risks to human health and controlled waters from potential contamination are appropriately mitigated. Therefore cumulative adverse effects in relation to geology and hydrogeology are unlikely. Furthermore, each development will be bound by its own Code of Construction Practice (CoCP), and in turn a Construction Environmental Management Plan (CEMP) where applicable, and it is assumed each development will apply best practice construction methods so as to minimise impacts from	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				contamination on ground conditions and groundwater.	
Agriculture and Soils	Yes	Yes	Yes	The onshore components of the East Anglia ONE Offshore Windfarm development are located within the draft Order Limits of the Suffolk Onshore Scheme and therefore pose the potential for significant cumulative impacts through an increase in local land take and/or soil disturbance.	**Yes**
Traffic and Transport	Yes	Yes	Yes	The East Anglia ONE Offshore Windfarm development is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project, with limited operational traffic expected. As such, there is not expected to be any potential for cumulative effects.	No
Air Quality	Yes	Yes	Yes	The East Anglia ONE Offshore Windfarm development is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project, with limited operational traffic expected.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Noise and Vibration	Yes	Yes	Yes	There is potential for significant cumulative effects from construction noise, construction vibration, and operational noise from the East Anglia ONE development.	**Yes**
Socio-Economics, Recreation and Tourism	Yes	Yes	Yes	There is potential for cumulative socio-economic, recreation and tourism effects from construction and operational workforce availability and accommodation capacity.	**Yes**
Health and Wellbeing	Yes	Yes	Yes	Potential for cumulative health and wellbeing effects linked to landscape and visual amenity and air quality.	**Yes**

Table 2.14.12 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - East Anglia TWO Offshore Windfarms (ID 6)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
East Anglia TWO Offshore Windfarm					
Landscape and Visual	Yes	Yes	Yes	Similar scale and type of onshore development and also shared visual receptors and shared LCAs, therefore the potential for significant cumulative effects.	**Yes**
Ecology and Biodiversity	Yes	Yes	Yes	Impacts that may arise 'in combination' with the Suffolk Onshore Scheme are disturbance of birds associated with Sandlings SPA and loss of functionally linked habitat for species associated with Minsmere-Walberswick SPA or Alde-Ore Estuary SPA	**Yes**
Historic Environment	Yes	Yes		The East Anglia TWO Offshore Windfarm scheme should not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. However, there is the potential for the project to result in impacts on the setting of assets assessed as part of the Proposed Project as a result of the Friston Substation.	**Yes**

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Water Environment	Yes	Yes	Yes	Similar type and scale of development with shared water environment receptors and potential impact pathways.	**Yes**
Geology and Hydrogeology	Yes	Yes	Yes	The nature of the East Anglia TWO Offshore Windfarm development is such that significant effects on geology and hydrogeology are not anticipated. In addition, significant contamination sources have not been identified within the Suffolk Onshore Scheme. Legislation and planning requires that for new development, risks to human health and controlled waters from potential contamination are appropriately mitigated. On this basis cumulative adverse effects in relation to geology and hydrogeology are unlikely. Furthermore, each development will be bound by its own CoCP, and in turn a CEMP where applicable, and it is assumed each development will apply best practice construction methods so as to minimise impacts from	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				contamination on ground conditions and groundwater.	
Agriculture and Soils	Yes	Yes	Yes	The onshore components of the East Anglia TWO Offshore Windfarm development are located within the draft Order Limits of the Suffolk Onshore Scheme and therefore pose the potential for significant cumulative impacts through an increase in local land take and/or soil disturbance.	**Yes**
Traffic and Transport	Yes	Yes	Yes	The East Anglia TWO Offshore Windfarm development is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project, with limited operational traffic expected. As such, there is not expected be any potential for cumulative effects.	No
Air Quality	Yes	Yes	Yes	The East Anglia TWO Offshore Windfarm development is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project, with limited operational traffic expected. As	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				such, there is not expected be any potential for cumulative effects.	
Noise and Vibration	Yes	Yes	Yes	There is potential for significant cumulative effects from construction noise, construction vibration, and operational noise from the East Anglia TWO Offshore Windfarm development.	**Yes**
Socio-Economics, Recreation and Tourism	Yes	Yes	Yes	There is potential for cumulative socio-economic, recreation and tourism effects from construction and operational workforce availability and accommodation capacity.	**Yes**
Health and Wellbeing	Yes	Yes	Yes	Potential for cumulative health and wellbeing effects linked to landscape and visual amenity and air quality.	**Yes**

Table 2.14.13 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Nautilus Offshore Interconnector (ID 7)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Nautilus Offshore Interconnector					
Landscape and Visual	Yes	Yes	TBC	Similar scale and type of onshore development associated with the Nautilus Offshore Interconnector scheme, and would also share visual receptors and shared LCAs, therefore the potential for significant cumulative effects at construction stage.	**Yes**
Ecology and Biodiversity	Yes	Yes	Yes	Impacts that may arise 'in combination' with the Suffolk Onshore Scheme are disturbance of birds associated with Sandlings SPA and loss of functionally linked habitat for species associated with Minsmere-Walberswick SPA or Alde-Ore Estuary SPA.	**Yes**
Historic Environment	Yes	Yes	TBC	The Nautilus Offshore Interconnector scheme should not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. However, there is the potential for the project to result in impacts on the setting of assets assessed as part of the Proposed Project.	**Yes**

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Water Environment	Yes	Yes	TBC	The Nautilus Offshore Interconnector scheme is a similar type and scale of development to the Proposed Project with shared water environment receptors (River Fromus, Hundred River) and potential impact pathways.	**Yes**
Geology and Hydrogeology	Yes	Yes	TBC	The nature of the development is such that significant effects on geology and hydrogeology are not anticipated. In addition, significant contamination sources have not been identified within the Suffolk Onshore Scheme. Legislation and planning requires that for new development, risks to human health and controlled waters from potential contamination are appropriately mitigated. On this basis, cumulative adverse effects in relation to geology and hydrogeology are unlikely. Furthermore, each development will be bound by its own CoCP, and in turn a CEMP where applicable, and it is assumed each development will apply best practice construction methods so as to minimise impacts from contamination on ground conditions and groundwater.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Agriculture and Soils	Yes	Yes	Yes	The onshore components of the Nautilus Offshore Interconnector scheme are located within the draft Order Limits Suffolk Onshore Scheme and therefore pose the potential for significant cumulative impacts through an increase in local land take and/or soil disturbance.	**Yes**
Traffic and Transport	Yes	Yes	Insufficient information to determine	The Nautilus Offshore Interconnector scheme is of a similar scale and type of development to the Suffolk Onshore Scheme with the potential for significant cumulative effects.	**Yes**
Air Quality	Yes	Yes	TBC	Vehicles associated with the development may share the same routes as vehicles associated with the construction of the Proposed Project, such as the A12. This could result in cumulative air quality effects and may affect receptors in the Stratford St Andrews AQMA. There is also potential for cumulative impacts from construction dust, NRMM and back-up generator emissions.	**Yes**
Noise and Vibration	Yes	Yes	TBC	There is potential for significant cumulative effects from operational noise from the Nautilus development. The is also significant cumulative	**Yes**

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				effects from construction noise and construction vibration, depending on the temporal overlap.	
Socio-Economics, Recreation and Tourism	Yes	Yes	Insufficient information to determine	There is potential for cumulative socio-economic, recreation and tourism effects from construction and operational workforce availability and accommodation capacity.	**Yes**
Health and Wellbeing	Yes	Yes	Insufficient information to determine	Potential for cumulative health and wellbeing effects linked to landscape and visual amenity and air quality.	**Yes**

Table 2.14.14 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - High Lodge Leisure (ID 221)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
High Lodge Leisure					
Landscape and Visual	No	Yes	Yes	Not likely to have a significant cumulative effect due to lack of shared receptors, limited combined theoretical visibility and distance.	No
Ecology and Biodiversity	Yes	Yes	Yes	Not likely to have a significant cumulative effect with the Suffolk Onshore Scheme as golf course and paddock are likely to be of low value for species associated with Minsmere-Walberswick SPA or Alde-Ore Estuary SPA.	No
Historic Environment	No	No		The High Lodge Leisure scheme will not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. Likewise, the nature of the scheme, and the distance from the Suffolk Onshore Scheme means no significant impacts on the setting of assets assessed as part of the Proposed Project.	No
Water Environment	No	No		Not likely to have a significant cumulative effect due to the difference in the scale and nature of the	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				development and lack of shared receptors.	
Geology and Hydrogeology	No	No	Yes	High Lodge Leisure is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative impacts.	No
Agriculture and Soils	No	No	Yes	High Lodge Leisure is located outside of the ZOI for Agriculture and Soils therefore there are unlikely to be significant cumulative impacts.	No
Traffic and Transport	Yes (in terms of vehicle trips)	Yes	Yes	The development shares some road link and road junction receptors with the Suffolk Onshore Scheme. Whilst significant cumulative effects are not expected, the development should be taken forward to Stage 3 for full assessment, to establish the potential cumulative effect during the peak construction phase (2029) of the Proposed Project as a result of operational traffic associated with the development.	**Yes**
Air Quality	Yes	Yes	Yes	Vehicles associated with the development may share the same routes as vehicles associated with the construction of the Proposed Project.	**Yes**

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				This could result in cumulative air quality effects.	
Noise and Vibration	No	No	Yes	There are no shared noise sensitive receptors with the High Lodge Leisure development.	No
Socio-Economics, Recreation and Tourism	No	No	Yes	The High Lodge Leisure development is located outside of the ZOI for socio-economics, recreation and tourism therefore there are unlikely to be significant cumulative impacts.	No
Health and Wellbeing	Yes	Yes	Yes	Vehicles associated with the development may share the same routes as vehicles associated with the construction of the Proposed Project. This could result in cumulative health and wellbeing effects linked to traffic and transport and air quality.	**Yes**

Table 2.14.15 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Croft Farm land and buildings (ID 228)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Croft Farm land and buildings					
Landscape and Visual	Yes	Yes	TBC	Due to the difference in scale and nature of development, there are unlikely for significant cumulative effects.	No
Ecology and Biodiversity	Yes	Yes	Yes	Due to the small scale of the development and it primarily consisting of redeveloping buildings, cumulative effects are unlikely.	No
Historic Environment	No	No		The Croft Farm scheme will not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. Likewise, the nature of the scheme should mean there are no significant impacts on assets which were examined as part of the setting assessment for the Suffolk Onshore Scheme.	No
Water Environment	No	No		Due to the difference in the nature of development, and given that there are no shared receptors, significant cumulative effects are unlikely.	No
Geology and Hydrogeology	No	No	TBC	Croft Farm is located outside of the ZOI for geology and hydrogeology therefore	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				there are unlikely to be significant cumulative impacts.	
Agriculture and Soils	Yes	Yes	TBC	Due to the size and nature of the development significant cumulative effects are unlikely.	No
Traffic and Transport	Yes	Yes	Insufficient information to determine	There is currently insufficient information available regarding the proposed trip generation and distribution on the local highway network. Therefore, as it is not possible to scope this scheme out, it has been carried through to Stage 3.	Yes
Air Quality	No	No	TBC	Given the scale, nature and location of the development, significant cumulative effects are unlikely.	No
Noise and Vibration	No	No	TBC	There are no shared noise sensitive receptors with the Croft Farm land and buildings development.	No
Socio-Economics, Recreation and Tourism	No	No	Insufficient information to determine	The Croft Farm land and buildings development is located outside of the ZOI for socio-economics, recreation and tourism therefore there are unlikely to be significant cumulative impacts.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Health and Wellbeing	Yes	Yes	Insufficient information to determine	There is currently insufficient information available regarding the proposed trip generation and distribution on the local highway network but as a worst-case scenario, it is assumed that there is potential for significant health and wellbeing cumulative effects connected to traffic and transport.	**Yes**

Table 2.14.16 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Park Farm Solar Farm (ID 233)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Park Farm Solar Farm					
Landscape and Visual	No	Yes	TBC	Not likely to have a significant cumulative effect due to lack of shared receptors, no combined theoretical visibility and distance.	No
Ecology and Biodiversity	Yes	Yes	Yes	Non-breeding waterfowl and waders associated with SPAs will travel up to 2km from the SPAs to forage or roost on functionally-linked land. Some species will travel further, in some cases up to 15-20 km. However, no relevant functionally-linked land distances associated with SPAs encompass both the Suffolk Onshore	**Yes**

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				Scheme and this project.	
Historic Environment	No	No		The Park Farm Solar Farm scheme will not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. Likewise, the nature of the scheme, and the distance from the Suffolk Onshore Scheme means no significant impacts on the setting of assets assessed as part of the Proposed Project.	No
Water Environment	No	No		Significant cumulative effect unlikely due to difference in scale and nature of development and no shared receptors or pathways.	No
Geology and Hydrogeology	No	No	TBC	Park Farm Solar Farm Junction is located outside of the ZOI for	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				geology and hydrogeology therefore there are unlikely to be significant cumulative impacts.	
Agriculture and Soils	No	No	TBC	Park Farm Solar Farm Junction is located outside of the ZOI for Agriculture and Soils therefore there are unlikely to be significant cumulative impacts.	No
Traffic and Transport	No	Yes	Insufficient information to determine	There is currently insufficient information available regarding the proposed trip generation and distribution on the local highway network. Therefore, as it is not possible to scope this scheme out, it has been carried through to Stage 3.	**Yes**

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Air Quality	Yes (potentially for vehicle emissions)	Yes	Yes	There is currently insufficient information available regarding the construction phase but as a worst-case scenario, it is assumed that there is potential for cumulative air quality effects linked to construction vehicle emissions.	**Yes**
Noise and Vibration	No	No	TBC	There are no shared noise sensitive receptors with the Park Farm Solar Farm development.	No
Socio-Economics, Recreation and Tourism	No	No	Insufficient information to determine	The Park Farm Solar Farm development is located outside of the ZOI for socio-economics, recreation and tourism therefore there are unlikely to be significant cumulative impacts.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Health and Wellbeing	Yes	Yes	Insufficient information to determine	There is currently insufficient information available regarding the construction phase but as a worst-case scenario, it is assumed that there is potential for significant cumulative health and wellbeing effects linked to traffic and transport.	**Yes**

Table 2.14.17 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Brightwell Lakes (ID 240)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Residential Development, Brightwell Lakes					
Landscape and Visual	No	Yes	TBC	Not likely to have a significant cumulative effect due to lack of shared receptors, no combined theoretical visibility and distance.	No
Ecology and Biodiversity	No	No		Non-breeding waterfowl and waders associated with SPAs will travel up to 2 km from the SPAs to forage or roost on functionally-linked land. Some species will travel further, in some cases up to 15-20 km. However, no relevant functionally-linked land distances associated with SPAs encompass both the Suffolk Onshore Scheme and this project.	No
Historic Environment	No	No		The Brightwell Lakes scheme will not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. Likewise, the nature of the scheme, and the distance from the Suffolk Onshore Scheme, means no significant impacts on the setting of assets assessed as part of the Proposed Project are predicted.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Water Environment	No	No		No significant cumulative effects due to difference in scale and nature of developments and no shared receptors or pathways.	No
Geology and Hydrogeology	No	No	TBC	The Brightwell Lakes development is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative impacts.	No
Agriculture and Soils	No	No	Yes	The Brightwell Lakes development is located outside of the ZOI for Agriculture and Soils therefore there are unlikely to be significant cumulative impacts.	No
Traffic and Transport	Yes (in terms of vehicle trips)	Yes	Yes	The Brightwell Lakes development shares some road link and road junction receptors with the Suffolk Onshore Scheme. It is assumed the scheme will be built out and fully occupied by 2029. Whilst significant cumulative effects are not expected, the development should be taken forward to Stage 3 for full assessment to establish the potential cumulative effect during the peak construction phase (2029) of the Proposed Project	**Yes**

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				as a result of operational traffic associated with the development.	
Air Quality	Yes (potentially for vehicle emissions)	Yes	Yes	Vehicles associated with the development may share the same routes as vehicles associated with the construction of the Proposed Project, such as the A12. This could result in cumulative air quality effects and may affect receptors in the Stratford St Andrews AQMA.	**Yes**
Noise and Vibration	No	No	TBC	There are no shared noise sensitive receptors with the Brightwell Lakes development.	No
Socio-Economics, Recreation and Tourism	No	No	Yes	The Brightwell Lakes development is located outside of the ZOI for socio-economics, recreation and tourism therefore there are unlikely to be significant cumulative impacts.	No
Health and Wellbeing	Yes	Yes	Yes	The Brightwell Lakes development shares some road link and road junction receptors with the Suffolk Onshore Scheme. It is assumed the scheme will be built out and fully occupied by 2029. Whilst significant cumulative health and wellbeing effects are not expected, the development should be taken forward to Stage 3 for	**Yes**

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				full assessment to establish the potential cumulative on health and wellbeing linked to traffic and transport and air quality.	

Table 2.14.18 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Residential Development, Darsham Station (ID 245)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Residential Development, Darsham Station					
Landscape and Visual	No	Yes	TBC	Despite being in the same LCA as part of the Suffolk Onshore Scheme, this is a large LCA and there is sufficient geographic separation to be unlikely for significant cumulative effects to result. There are no shared visual receptors and the small scale nature of the residential development combined with the lack of combined visibility would result in no significant cumulative effects.	No
Ecology and Biodiversity	Yes	Yes		Darsham Station does not present habitats suitable for birds associated with Minsmere-Walberswick SPA or Alde-Ore Estuary SPA and therefore presents no potential for cumulative effects with the Suffolk Onshore Scheme.	No
Historic Environment	No	No		The Darsham Station residential scheme will not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. Likewise, the nature of the scheme, and the distance from the Suffolk Onshore	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				Scheme means no significant impacts on the setting of assets assessed as part of the Proposed Project are predicted.	
Water Environment	No	No		Significant cumulative effect unlikely due to difference in scale and nature of development and no shared receptors or pathways.	No
Geology and Hydrogeology	No	No	Yes	Darsham Station Residential Development is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative impacts.	No
Agriculture and Soils	No	No	Yes	Darsham Station Residential Development is located outside of the ZOI for Agriculture and Soils therefore there are unlikely to be significant cumulative impacts.	No
Traffic and Transport	Yes	Yes	Yes	The development shares some road link and road junction receptors with the Suffolk Onshore Scheme. Whilst significant cumulative effects are not expected, the development should be taken forward to Stage 3 for full assessment to establish the potential cumulative effect during the peak construction phase (2029) of the	**Yes**

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				Proposed Project as a result of operational traffic associated with the development.	
Air Quality	Yes (potentially for vehicle emissions)	Yes	Yes	Vehicles associated with the development may share the same routes as vehicles associated with the construction of the Proposed Project, such as the A12. This could result in cumulative air quality effects and may affect receptors in the Stratford St Andrews AQMA.	**Yes**
Noise and Vibration	No	No	TBC	There are no shared noise sensitive receptors with the Darsham Station development.	No
Socio-Economics, Recreation and Tourism	No	No	Yes	The Darsham Station development is located outside of the ZOI for socio-economics, recreation and tourism therefore there are unlikely to be significant cumulative impacts.	No
Health and Wellbeing	Yes	Yes	Yes	Potential for cumulative health and wellbeing effects linked to traffic and transport, and air quality.	**Yes**

Table 2.14.19 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA – Solar Farm Parham, Suffolk (ID 248)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Solar Farm, Parham, Suffolk					
Landscape and Visual	No	No	TBC	Not likely to have a significant cumulative effect due to lack of shared receptors, no combined theoretical visibility and distance.	No
Ecology and Biodiversity	No	No	TBC	The scale and nature of this development combined with its relative distance from the Suffolk Onshore Boundary means cumulative effects are not expected.	No
Historic Environment	No	No	TBC	The Parham Solar Farm scheme will not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. Likewise, the nature of the scheme, and the distance from the Suffolk Onshore Scheme, means no significant impacts on the setting of assets assessed as part of the Proposed Project are predicted.	No
Water Environment	No	No	TBC	Significant cumulative effect unlikely due to difference in scale and nature of development and no shared receptors or pathways.	No
Geology and Hydrogeology	No	No	TBC	The Parham Suffolk Solar Farm is located outside of the ZOI for geology and	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				hydrogeology therefore there are unlikely to be significant cumulative impacts.	
Agriculture and Soils	No	No	Insufficient information to determine	The Solar Farm Parham development is located outside of the ZOI for Agriculture and Soils therefore there are unlikely to be significant cumulative impacts	No
Traffic and Transport	Yes	Yes	Insufficient information to determine	The development is expected to have a short construction phase (16 weeks) and will generate a low level of vehicle trips in both the construction and operational phases. As such, there is not expected to be any potential for cumulative effects.	No
Air Quality	Yes (potentially for vehicle emissions)	Yes	Insufficient information to determine	Given the nature and scale of the development, a low level of construction vehicles are anticipated. As such, there is not expected to be any potential for cumulative effects.	No
Noise and Vibration					
Socio-Economics, Recreation and Tourism	No	No	Insufficient information to determine	The Solar Farm Parham development is located outside of the ZOI for socio-economics, recreation and tourism therefore there are unlikely to be significant cumulative impacts.	No
Health and Wellbeing	Yes	Yes	Insufficient information to determine	The development is located outside the ZOI for health and wellbeing and unlikely to have significant cumulative impacts.	No

Table 2.14.20 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Proposed reservoir, Grange Farm (ID 263)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Proposed reservoir, Grange Farm					
Landscape and Visual	No	Yes	TBC	Not likely to have a significant cumulative effect due to lack of shared receptors, no combined theoretical visibility and distance.	No
Ecology and Biodiversity	Yes	Yes		Non-breeding waterfowl and waders associated with SPAs will travel up to 2km from the SPAs to forage or roost on functionally-linked land. Some species will travel further, in some cases up to 15-20 km. However, no relevant functionally-linked land distances associated with SPAs encompass both the Suffolk Onshore Scheme and this project.	No
Historic Environment	No	No		The Grange Farm reservoir scheme will not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. Likewise, the nature of the scheme (which will result in a limited visual impact), and the distance from the Suffolk Onshore Scheme means no significant impacts on the setting of assets assessed as part of the Proposed Project.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Water Environment	No	No		Significant cumulative effect unlikely due to difference in scale and nature of development and no shared receptors or pathways.	No
Geology and Hydrogeology	No	No	TBC	The proposed reservoir at Grange Farm is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative impacts.	No
Agriculture and Soils	No	No	Insufficient information to determine	The proposed reservoir at Grange Farm is located outside of the ZOI for Agriculture and Soils therefore there are unlikely to be significant cumulative impacts	No
Traffic and Transport	Yes	Yes	Insufficient information to determine	There is currently insufficient information available regarding the proposed trip generation and distribution on the local highway network. Therefore, as it is not possible to scope this scheme out, this has been carried through to Stage 3.	**Yes**
Air Quality	No	No	TBC	Given the scale, nature and location of the development, significant cumulative effects are unlikely.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Noise and Vibration	No	No	TBC	There are no shared noise sensitive receptors with the Grange Farm development.	No
Socio-Economics, Recreation and Tourism	No	No	Insufficient information to determine	The Grange Farm development is located outside of the ZOI for socio-economics, recreation and tourism therefore there are unlikely to be significant cumulative impacts.	No
Health and Wellbeing	Yes	Yes	Insufficient information to determine	There is currently insufficient information available regarding the construction phase but as a worst-case scenario, it is assumed that there is potential for significant health and wellbeing cumulative effects linked to traffic and transport.	**Yes**

Table 2.14.21 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Saxmundham to Peasenhall Water Mains Installation (ID 266)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Saxmundham to Peasenhall Water Mains Installation					
Landscape and Visual	Yes	Yes	TBC	The development whilst different in scale and nature is in close proximity to the Suffolk Onshore Scheme with shared LCAs and combined theoretical visibility. However, the temporary nature of effects associated with the water pipeline is not considered likely to give rise to significant cumulative effects.	No
Ecology and Biodiversity	Yes	Yes		If works were to take place simultaneously, it is possible that cumulative impacts through temporary loss of functionally linked land for SPA birds may occur.	**Yes**
Historic Environment	Yes	No		The Saxmundham to Peasenhall Water Main scheme will not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. Likewise, the nature of the scheme, should mean there are no significant impacts on the setting of assets assessed as part of the Proposed Project.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Water Environment	No	Yes		The Saxmundham to Peasenhall Water Mains Installation development works are located in the headwaters of the River Fromus, so there is a common receptor. However, given the different nature and scale of the developments and the distance between works and water environment receptors, potential cumulative effects are considered unlikely.	No
Geology and Hydrogeology	Yes	Yes	TBC	The nature of the development is such that significant effects on geology and hydrogeology are not anticipated. In addition, significant contamination sources have not been identified within the Suffolk Onshore Scheme and legislation and planning requires that for new development, risks to human health and controlled waters from potential contamination are appropriately mitigated and therefore cumulative adverse effects in relation to geology and hydrogeology are unlikely. Furthermore, each development will be bound by its own CoCP or CEMP, where applicable, and it is assumed each development will apply best practice construction methods so as to minimise impacts	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				from contamination on ground conditions and groundwater.	
Agriculture and Soils	Yes	Yes	TBC	Due to the size and nature of the Proposed Project it is unlikely to have a significant cumulative effect. The temporary nature of the construction effects of the pipeline are also likely to be considered as non-significant.	No
Traffic and Transport	Yes	Yes	Insufficient information to determine	There is currently insufficient information available regarding the proposed trip generation and distribution on the local highway network. Therefore, as it is not possible to scope this scheme out, this has been carried through to Stage 3.	**Yes**
Air Quality	Yes (potentially for vehicle emissions)	Yes	Yes	Vehicles associated with the development may share the same routes as vehicles associated with the construction of the Proposed Project, such as the A12. This could result in cumulative air quality effects and may affect receptors in the Stratford St Andrews AQMA.	**Yes**
Noise and Vibration	No	No	TBC	There are no shared noise sensitive receptors with the Saxmundham to Peasenhall Water Mains Installation development.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Socio-Economics, Recreation and Tourism	Yes	Yes	Insufficient information to determine	There are no shared socio-economic, recreation and tourism receptors with the Saxmundham to Peasenhall Water Mains Installation development.	No
Health and Wellbeing	Yes	Yes	Insufficient to determine	Potential for cumulative health and wellbeing effects linked to air quality.	**Yes**

Table 2.14.22 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - The Sizewell B Relocated Facilities (ID 270 and ID 271)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
The Sizewell B Relocated Facilities					
Landscape and Visual	No	Yes	TBC	The Sizewell B Relocated Facilities development is located in an LCA not assessed for the Suffolk Onshore Scheme due to lack of theoretical visibility. There are no shared visual receptors and there combined theoretical visibility is considered to be extremely limited, such that there are no likely cumulative significant effects.	No
Ecology and Biodiversity	Yes	Yes	Yes	The relocation of facilities at Sizewell may affect Minsmere-Walberswick SPA including through disturbance and loss of habitat for SPA birds. Mitigation and compensation for this has been built into the project. However, white-fronted goose associated with the SPA could be using functionally-linked habitat within the Suffolk Onshore Scheme leading to the potential for cumulative effects.	**Yes**
Historic Environment	No	No		The Sizewell B relocation scheme will not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. Likewise, the nature	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				of the scheme, and the distance from the Suffolk Onshore Scheme means no significant impacts on the setting of assets assessed as part of the Proposed Project are predicted.	
Water Environment	No	No		The Sizewell B Relocated Facilities development is in a different hydrological catchment, there are no shared receptors or pathways.	No
Geology and Hydrogeology	No	No	TBC	The Sizewell B relocated facilities are located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative impacts.	No
Agriculture and Soils	Yes	Yes	TBC	The Sizewell B relocation scheme will not result in any physical impacts on land within the Suffolk Onshore scheme and therefore unlikely to result in significant cumulative effects.	No
Traffic and Transport	Yes	Yes	Yes	The development is expected to be complete in advance of the peak construction phase (2029) of the Proposed Project, with limited operational traffic expected. As such, there is not expected be any potential for cumulative effects.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Air Quality	Yes (potentially for vehicle emissions)	Yes	TBC	The development is expected to be complete in advance of the peak construction phase (2029) of the Proposed Project, with limited operational traffic expected. As such, there is not expected be any potential for cumulative effects.	No
Noise and Vibration	No	No	TBC	The development is expected to be complete in advance of the peak construction phase (2029) of the Proposed Project. As such, there are no shared noise sensitive receptors with the Sizewell B Relocated Facilities development.	No
Socio-Economics, Recreation and Tourism	No	No	No	The Sizewell B Relocated Facilities development is located outside of the ZOI for socio-economics, recreation and tourism therefore there are unlikely to be significant cumulative impacts.	No
Health and Wellbeing	Yes	Yes	TBC	The development is expected to be complete in advance of the peak construction phase (2029) of the Proposed Project. Therefore, there are unlikely to be significant cumulative effects.	No

Table 2.14.23 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Town Farm Solar Farm (ID 277 and ID 278)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Town Farm Solar Farm					
Landscape and Visual	Yes	Yes	TBC	The Town Farm Solar Farm is located in the same LCA as the Suffolk Onshore Scheme and there could be limited areas of combined theoretical visibility. Whilst it is considered unlikely that this would give rise to potential significant cumulative effect this will be carried through to stage 3 for further assessment.	**Yes**
Ecology and Biodiversity	Yes	Yes	Yes	Impacts that may arise 'in combination' with the Suffolk Onshore Scheme are disturbance of birds associated with Sandlings SPA and loss of functionally linked habitat for species associated with Minsmere-Walberswick SPA or Alde-Ore Estuary SPA	**Yes**
Historic Environment	No	No		The Town Farm Solar scheme will not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. Likewise, the nature of the scheme, as well as the distance from the Suffolk Onshore Scheme, means no significant impacts on the setting of assets assessed as part of the Proposed Project are predicted.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Water Environment	No	Yes		Whilst there is a shared receptor, the River Fromus, given the difference in the nature and scale of the developments, cumulative significant effects are considered unlikely.	No
Geology and Hydrogeology	No	No	TBC	The Town Farm solar farm is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative impacts.	No
Agriculture and Soils	Yes	Yes	TBC	The Town Farm Solar scheme will not result in any physical impacts on land within the Suffolk Onshore Scheme, therefore it is unlikely that there will be potential for significant cumulative impacts.	No
Traffic and Transport	Yes	Yes	Yes	The development is expected to be complete and operational well in advance of the peak construction phase (2029) of the Proposed Project, with limited operational traffic expected. As such, there is not expected be any potential for cumulative effects.	No
Air Quality	Yes (potentially	Yes	TBC	The development is expected to be complete and operational well in advance of the peak construction	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
	for vehicle emissions)			phase (2029) of the Proposed Project, with limited operational traffic expected. As such, there is not expected be any potential for cumulative effects.	
Noise and Vibration	No	No	TBC	There are no shared noise sensitive receptors with the Town Farm Solar Farm development.	No
Socio-Economics, Recreation and Tourism	No	No	Insufficient information to determine	The Town Farm Solar Farm development is located outside of the ZOI for socio-economics, recreation and tourism therefore there are unlikely to be significant cumulative impacts.	No
Health and Wellbeing	Yes	Yes	TBC	Potential for cumulative health and wellbeing effects linked to traffic and transport, and air quality.	**Yes**

Table 2.14.24 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - UKZ139 BC Wissett Solar Farm (ID 279)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
UKZ139 BC Wissett Solar Farm					
Landscape and Visual	No	Yes	TBC	Not likely to have a significant cumulative effect due to lack of shared receptors, no combined theoretical visibility and distance.	No
Ecology and Biodiversity	Yes	Yes	Yes	Impacts that may arise 'in combination' with the Suffolk Onshore Scheme are disturbance of birds associated with Sandlings SPA and loss of functionally linked habitat for species associated with Minsmere-Walberswick SPA or Alde-Ore Estuary SPA	**Yes**
Historic Environment	No	No		The Wissett Solar Farm scheme will not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. Likewise, the nature of the scheme, as well as the distance from the Suffolk Onshore Scheme means no significant impacts on the setting of assets assessed as part of the Proposed Project are predicated.	No
Water Environment	No	No		No significant cumulative effects due to the difference in scale and nature of	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				developments and no shared receptors or pathways.	
Geology and Hydrogeology	No	No	TBC	The UKZ139 BC Wissett solar farm is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative impacts.	No
Agriculture and Soils	No	No	Insufficient information to determine	The UKZ139 BC Wissett solar farm is located outside of the ZOI for Agriculture and Soils therefore there are unlikely to be significant cumulative impacts.	No
Traffic and Transport	Yes	Yes	Insufficient information to determine	There is currently insufficient information available regarding the proposed trip generation and distribution on the local highway network. Therefore, as it is not possible to scope this scheme out, this has been carried through to Stage 3.	**Yes**
Air Quality	Yes (potentially for vehicle emissions)	Yes	TBC	Vehicles associated with the development may share the same routes as vehicles associated with the construction of the Proposed Project. This could result in cumulative air quality effects.	**Yes**

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Noise and Vibration	No	No	TBC	There are no shared noise sensitive receptors with the Wissett Solar Farm development.	No
Socio-Economics, Recreation and Tourism	No	No	Insufficient information to determine	The Wisset Solar Farm development is located outside of the ZoI for socio-economics, recreation and tourism therefore there are unlikely to be significant cumulative impacts.	No
Health and Wellbeing	Yes	Yes	Insufficient information to determine	Vehicles associated with the development may share the same routes as vehicles associated with the construction of the Proposed Project. This could result in cumulative health and wellbeing effects linked to air quality and traffic and transport.	**Yes**

Table 2.14.25 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Brundish Manor Solar Farm (ID 285)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Brundish Manor Solar Farm					
Landscape and Visual	No	Yes	TBC	Not likely to have a significant cumulative effect due to lack of shared receptors, no combined theoretical visibility and distance.	No
Ecology and Biodiversity	Yes	Yes	Yes	Not likely to have a significant cumulative effect given the small size of the project and its distance from the Suffolk Onshore Scheme	No
Historic Environment	No	No		The Brundish Manor Solar Farm scheme will not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. Likewise, the nature of the scheme, as well as the distance from the Suffolk Onshore Scheme means no significant impacts on the setting of assets assessed as part of the Proposed Project are predicated.	No
Water Environment	No	No		No significant cumulative effects due to difference in scale and nature of developments and no shared receptors or pathways.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Geology and Hydrogeology	No	No	TBC	The Brundish Manor Solar Farm is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative impacts.	No
Agriculture and Soils	No	No	Insufficient information to determine	The Brundish Manor Solar Farm is located outside of the ZOI for Agriculture and Soils therefore there are unlikely to be significant cumulative impacts.	No
Traffic and Transport	No	Yes	Insufficient information to determine	There is currently insufficient information available regarding the proposed trip generation and distribution on the local highway network. Therefore, as it is not possible to scope this scheme out, this has been carried through to Stage 3.	**Yes**
Air Quality	No	No	TBC	Given the scale, nature and location of the development, significant cumulative effects are unlikely.	No
Noise and Vibration	No	No	TBC	There are no shared noise sensitive receptors with the Brundish Manor Solar Farm development.	No
Socio-Economics, Recreation and Tourism	No	No	Insufficient information to determine	The Brundish Manor Solar Farm development is located outside of the ZOI for socio-economics, recreation	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				and tourism therefore there are unlikely to be significant cumulative impacts.	
Health and Wellbeing	No	No	Insufficient information to determine	The Brundish Manor Solar Farm development is located outside of the ZOI for health and wellbeing therefore there are unlikely to be significant cumulative impacts.	No

Table 2.14.26 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - LionLink Offshore Interconnector (ID 287)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
LionLink Offshore Interconnector					
Landscape and Visual	Yes	Yes	TBC	Similar scale and type of onshore development with shared visual receptors and LCAs, therefore the potential for significant cumulative effects during construction associated with the converter station construction and Friston connection.	**Yes**
Ecology and Biodiversity	Yes	Yes		Similar scale and type of development to the Suffolk Onshore Scheme, in a similar location. Cumulative impact pathways that may arise include disturbance of birds associated with Sandlings SPA, loss of functionally linked habitat for white-fronted goose associated with Minsmere-Walberswick SPA,	**Yes**
Historic Environment	Yes	Yes	TBC	Similar scale and type of development and also shared visual receptors, therefore the potential for significant cumulative effects. Also, the potential for cumulative physical impacts on receptors.	**Yes**

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Water Environment	Yes	Yes		Similar scale and type of development and shared water environment receptors and shared pathways, with the potential for significant cumulative effects.	**Yes**
Geology and Hydrogeology	Yes	Yes	TBC	The nature of the development is such that significant effects on geology and hydrogeology are not anticipated. In addition, significant contamination sources have not been identified within the Suffolk Onshore Scheme and legislation and planning requires that for new development, risks to human health and controlled waters from potential contamination are appropriately mitigated and therefore cumulative adverse effects in relation to geology and hydrogeology are unlikely. Furthermore, each development will be bound by its own CoCP, and in turn a CEMP where applicable, and it is assumed each development will apply best practice construction methods so as to minimise impacts from contamination on ground conditions and groundwater.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Agriculture and Soils	Yes	Yes	TBC	Potential for cumulative effects on agriculture and soils linked to the land use change of agricultural land.	**Yes**
Traffic and Transport	Yes	Yes	Insufficient information to determine	The LionLink Offshore Interconnector scheme is of a similar scale and type of development to the Suffolk Onshore Scheme with the potential for significant cumulative effects.	**Yes**
Air Quality	Yes	Yes	TBC	Vehicles associated with the development may share the same routes as vehicles associated with the construction of the Proposed Project. This could result in cumulative air quality effects. There is also potential for cumulative impacts from construction dust, NRMM and back-up generator emissions.	**Yes**
Noise and Vibration	Yes	Yes	TBC	There is potential for significant cumulative effects from operational noise from the LionLink Offshore Interconnector development. The is also significant cumulative effects from construction noise and construction vibration, depending on the temporal overlap.	**Yes**

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Socio-Economics, Recreation and Tourism	Yes	Yes	Insufficient information to determine	There is potential for cumulative socio-economic, recreation and tourism effects from construction and operational workforce availability and accommodation capacity.	**Yes**
Health and Wellbeing	Yes	Yes	Insufficient information to determine	Potential for cumulative health and wellbeing effects linked to landscape and visual amenity, traffic and transport, and air quality.	**Yes**

Table 2.14.27 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Norwich to Tilbury (ID 288)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Norwich to Tilbury					
Landscape and Visual	No	Yes	TBC	Not likely to have a significant cumulative effect due to lack of shared receptors, no combined theoretical visibility and distance.	No
Ecology and Biodiversity	No	No		No potential for cumulative effects with the Suffolk Onshore Scheme due to distance.	No
Historic Environment	No	No		The Norwich to Tilbury scheme will not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. Likewise, the nature of the scheme, as well as the distance from the Suffolk Onshore Scheme, means no significant impacts on the setting of assets assessed as part of the Proposed Project are predicated.	No
Water Environment	No	No		Similar scale and nature of development however, significant cumulative effect unlikely as there are no shared receptors or pathways.	No
Geology and Hydrogeology	No	No	TBC	Norwich to Tilbury is located outside of the ZOI for geology and hydrogeology	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				therefore there are unlikely to be significant cumulative impacts.	
Agriculture and Soils	No	No	Insufficient information to determine	Norwich to Tilbury is located outside of the ZOI for Agriculture and Soils therefore there are unlikely to be significant cumulative impacts.	No
Traffic and Transport	No	Yes	Insufficient information to determine	The Norwich to Tilbury scheme is a large scale overhead line with the potential for significant cumulative effects.	**Yes**
Air Quality	Yes (potentially for vehicle emissions)	Yes	TBC	Vehicles associated with the development may share the same routes as vehicles associated with the construction of the Proposed Project. This could result in cumulative air quality effects.	**Yes**
Noise and Vibration	No	No	TBC	There are no shared noise sensitive receptors with the Norwich to Tilbury development.	No
Socio-Economics, Recreation and Tourism	No	No	Insufficient information to determine	The Norwich to Tilbury development is located outside of the ZOI for socio-economics, recreation and tourism therefore there are unlikely to be significant cumulative impacts.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Health and Wellbeing	No	No	Insufficient information to determine	The Norwich to Tilbury development is located outside of the ZOI for health and wellbeing therefore there are unlikely to be significant cumulative impacts.	No

Table 2.14.28 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Rock Barracks Heath, Solar Farm (ID290)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Rock Barracks Heath, Solar Farm					
Landscape and Visual	No	Yes	TBC	Not likely to have a significant cumulative effect due to lack of shared receptors, no combined theoretical visibility and distance.	No
Ecology and Biodiversity	Yes	Yes		No cumulative effects as the functionally-linked land zones do not overlap for any SPA and both this development and the Suffolk Onshore Scheme	No
Historic Environment	No	No		The Rock Barracks Heath Road Solar Farm scheme will not result in any physical impacts on assets that fall within the Suffolk Onshore Scheme. Likewise, the nature of the scheme, as well as the distance from the Suffolk Onshore Scheme means no significant impacts on the setting of assets assessed as part of the Proposed Project are predicated.	No
Water Environment	No	No		Significant cumulative effect unlikely due to difference in scale and nature of development and no shared receptors or pathways	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Geology and Hydrogeology	No	No	TBC	Rock Barracks Heath solar farm is located outside of the ZOI for geology and hydrogeology therefore there are unlikely to be significant cumulative impacts.	No
Agriculture and Soils	No	No	Insufficient information to determine	Rock Barracks Heath solar farm in located outside of the ZOI for Agriculture and Soils therefore there are unlikely to be significant cumulative impacts	No
Traffic and Transport	Yes (in terms of vehicle trips)	Yes	Insufficient information to determine	There is currently insufficient information available regarding the proposed trip generation and distribution on the local highway network. Therefore, as it is not possible to scope this scheme out, this has been carried through to Stage 3.	**Yes**
Air Quality	No	No	TBC	Cumulative effects considered unlikely given the nature and location of the development.	No
Noise and Vibration	No	No	TBC	There are no shared noise sensitive receptors with the Rock Barracks Heath Solar Farm development.	No
Socio-Economics, Recreation and Tourism	No	No	Insufficient information to determine	The Rock Barracks Heath Solar Farm development is located outside of the ZOI for socio-economics, recreation	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				and tourism therefore there are unlikely to be significant cumulative impacts.	
Health and Wellbeing	No	No	Insufficient information to determine	The Rock Barracks Heath Solar Farm development is located outside of the ZOI for health and wellbeing therefore there are unlikely to be significant cumulative impacts.	No

Table 2.14.29 Matrix Summarising Stage 1 and 2 of the Inter -Project CEA - Saxmundham South Green Neighbourhood (ID 291)

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Saxmundham South Green Neighbourhood					
Landscape and Visual	Yes	Yes	TBC	The Saxmundham South Green Neighbourhood is located in the same LCA as the Suffolk Onshore Scheme and there is combined theoretical visibility, such that there is the potential for significant cumulative effects.	**Yes**
Ecology and Biodiversity	Yes	Yes	Yes	Impacts that may arise 'in combination' with the Suffolk Onshore Scheme are disturbance of birds associated with Sandlings SPA and loss of functionally linked habitat for species associated with Minsmere-Walberswick SPA or Alde-Ore Estuary SPA	**Yes**
Historic Environment	Yes	Yes		Although the full extent of archaeological remains south of Saxmundham are not fully understood, it can be assumed that the Saxmundham South Garden scheme may have the potential to result on heritage assets that also fall within the Suffolk Onshore Scheme. There is also the possibility that the scheme could result in impacts on the setting of	**Yes**

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				assets assessed as part of the Proposed Project are predicated.	
Water Environment	Yes	Yes		The Saxmundham South Green Neighbourhood development is located in the catchment of the River Fromus and within the water environment ZOI, with a common receptor and potential common pathways.	**Yes**
Geology and Hydrogeology	Yes	Yes	TBC	The nature of the development is such that significant effects on geology and hydrogeology are not anticipated. In addition, significant contamination sources have not been identified within the Suffolk Onshore Scheme and legislation and planning requires that for new development, risks to human health and controlled waters from potential contamination are appropriately mitigated and therefore cumulative adverse effects in relation to geology and hydrogeology are unlikely. Furthermore, each development will be bound by its own CEMP, where applicable, and it is assumed each development will apply best practice construction methods so as to minimise impacts from	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
				contamination on ground conditions and groundwater.	
Agriculture and Soils	Yes	Yes	TBC	Potential for cumulative effects on agriculture and soils linked to the removal of agricultural land from production and the disturbance of soils associated with this land.	**Yes**
Traffic and Transport	Yes	Yes	Insufficient information to determine	There is currently insufficient information available regarding the proposed trip generation and distribution on the local highway network. Therefore, as it is not possible to scope this scheme out, this has been carried through to Stage 3.	**Yes**
Air Quality	Yes	Yes	TBC	Vehicles associated with the development may share the same routes as vehicles associated with the construction of the Proposed Project. This could result in cumulative air quality effects. There is also potential for cumulative impacts from construction dust, NRMM and back-up generator emissions.	**Yes**
Noise and Vibration	No	No	TBC	There are no shared noise sensitive receptors with the Saxmundham South Green Neighbourhood development.	No

Technical Discipline	Within Technical Discipline Specific ZOI?	Progress in Stage 2	Overlap in temporal scope?	Scale and nature of development likely to have a significant cumulative effect? Relevant Shared receptors and/or pathways?	Progress to Stage 3
Socio-Economics, Recreation and Tourism	Yes	Yes	Insufficient information to determine	There is currently insufficient information available regarding the construction and operational phase, but as a worst-case scenario, it assumed that there is potential for cumulative effects.	**Yes**
Health and Wellbeing	Yes	Yes	Insufficient information to determine	Potential for cumulative health and wellbeing effects linked to landscape and visual amenity, traffic and transport, and air quality.	**Yes**

Stage 3

2.14.2.7 Further information on the long list of other developments is provided in **Volume 2, Part 2, Appendix 2.14.A, Suffolk Onshore Scheme Descriptions of other developments** in order to support stage 3. This appendix provides further information on the design, construction and programme for the other developments and has been used as a basis for the preliminary stage 3 assessment.

Stage 4

2.14.2.8 Stage 4 has entailed undertaking a preliminary CEA for the 'short list' of developments where that development has been taken through to stage 4 for a particular topic. The results of this preliminary assessment are reported in matrix format for each topic in Table 2.14.30 to Table 2.14.39. Where topics have not carried though any developments to stage 3 and stage 4 (i.e. geology and hydrogeology), no table is provided.

2.14.2.9 As this is a preliminary assessment, residual significance levels have not been presented, only whether the effect is likely to be significant or not.

2.14.2.10 Professional judgement has been applied in determining whether the combination of effects from two developments could result in a significant effect overall. As a guide and to aid consistency and transparency of how professional judgement has been applied, a 'significance matrix' has been developed, as presented in **Volume 2, Part 1, Appendix 1.5.A Cumulative Effects Assessment Methodologies**. As noted above, in all cases professional judgement has also been applied to each assessment.

Table 2.14.30 Landscape and Visual CEA

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
Landscape and Visual					
The Sizewell C - main development site (ID 1)	No effects on LCA D3: Minsmere and Sizewell Coast, which was scoped out of the assessment, and not significant effect on SCT 03: Nearshore Waters. No significant effects on the Coast and Heaths Area of Outstanding Natural Beaty (AONB). Significant effect on viewpoint 1 and not significant effect on viewpoint 13.	Direct effect on SCT 03: Nearshore Waters. Direct effect on LCA D3: Minsmere and Sizewell Coast. Views likely to be experienced by viewpoints 1 and 13. No significant effect on the Coast and Heaths AONB.	The cumulative effect on SCT 03: Nearshore Waters and the Coast and Heaths AONB is unlikely to be any greater than the effects in isolation of the Suffolk Onshore Scheme. Whilst the Sizewell C - main development site would be visible in views from some of the representative viewpoints, it is unlikely that these would represent a significant cumulative effect due to the geographic separation and distance.	N/A	Not Significant
A12 Bypass (ID 292)	No effects on LCA 01: Benhall Estate Sandlands. No specific viewpoints but combined theoretical visibility between the Suffolk Onshore Scheme and A12 Bypass development.	Direct effect on LCA 01: Benhall Estate Sandlands. Views likely to be experienced from those along A12 and in nearby landscape.	No significant cumulative effects on landscape character. Whilst there are likely to be some places within the local landscape that experience views towards both the A12 Bypass development and Suffolk Onshore Scheme, there is sufficient existing layering of vegetation in the local landscape, existing built form and the context of the existing A12, such	Landscape mitigation proposed as part of the Suffolk Onshore Scheme	Not Significant

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
			that the cumulative effect on visual receptors is unlikely to be any greater than the effects in isolation of the Suffolk Onshore Scheme.		
Sizewell Link Road- Bridge across rail tracks (ID 295)	No effect on LCA B3: Yox Valley and significant effects on LCA L1: Heveningham and Knodishall Estate Claylands. No shared receptors relating to visual amenity.	Direct effect on LCA B3: Yox Valley and LCA L1: Heveningham and Knodishall Estate Claylands. No shared receptors relating to visual amenity.	Unlikely for a significant cumulative effect on landscape character, as no combined theoretical visibility and different types and scale of development. The cumulative effect on LCA L1: Heveningham and Knodishall Estate Claylands is unlikely to be any greater than the effects in isolation of the Suffolk Onshore Scheme. No significant cumulative effects on visual amenity.	N/A	Not Significant
East Anglia ONE & TWO Offshore Windfarms (ID 5 and ID 6)	Significant effects on LCA L1: Heveningham and Knodishall Estate Claylands. Not significant effect on K3: Aldringham and Friston Sandlands and D4: Thorpeness to Aldeburgh. No significant effects on the Coast and Heaths AONB. Significant effects for viewpoints 3, 4, 5, 6 (dependent on options) and 7 (dependent	Direct effects on LCA L1: Heveningham and Knodishall Estate Claylands, K3: Aldringham and Friston Sandlands and D4: Thorpeness to Aldeburgh. Directly effects the Coast and Heaths AONB.	Similar type and scale of development, therefore the combination of both developments at construction has the potential to extend and intensify the original effects on both landscape character and visual amenity in this part of the landscape and the Suffolk Onshore Scheme would remove some of the landscape mitigation proposed as part of the East Anglia ONE & TWO Offshore Windfarms development, resulting in the potential for	Landscape mitigation proposed as part of the Suffolk Onshore Scheme	**Potential Significant** cumulative effects – landscape character and visual amenity at construction **Not Significant** cumulative effects for

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
	on options). Not significant effects for viewpoints 8 and 9.	Views likely to be experienced from viewpoints 3, 4, 5, 6, 7, 8 and 9.	significant cumulative effects. At operation, there is sufficient geographic separation and distance between the onshore permanent elements of the developments that there is unlikely for significant cumulative effects on visual amenity and landscape character.		landscape character or visual amenity at operation
Nautilus Offshore Interconnector (ID 7)	Nautilus Offshore Interconnector development not progressed as far as the Suffolk Onshore Scheme, but shared LCAs and visual receptors are likely, including those with significant effects.	Nautilus Offshore Interconnector development not progressed as far as the Suffolk Onshore Scheme, but shared LCAs and visual receptors are likely, including those with direct effects.	Similar type and scale of development, therefore the combination of both converter station developments and the connection at Friston substation at construction has the potential to extend and intensify the original effects on both landscape character and visual amenity in this part of the landscape, resulting in the potential for significant cumulative effects. Cumulative construction effects associated with the installation of cables at the landfall and within the empty ducts is unlikely to result in significant cumulative landscape and visual effects..	Landscape construction mitigation proposed as part of the Suffolk Onshore Scheme	**Potential Significant** cumulative effects at construction.
Town Farm Solar Farm (ID 277 and ID 278)	Significant effects on LCA L1: Heveningham and Knodishall Estate Claylands and LCA B4:	Direct effects on LCA B4: Fromus Valley and LCA L1: Heveningham	Due to the difference in scale and type of development, geographic separation and intervening landform, vegetation and built form	Landscape mitigation proposed as part of the Suffolk Onshore Scheme	Not Significant

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
	Fromus Valley. Significant effects on viewpoint 15.	and Knodishall Estate Claylands. Likely to be views from viewpoint 15 at construction and unlikely at operation.	which would result in minimal visual intervisibility, it is unlikely that for landscape character the cumulative effect would be greater than the effects in isolation of the Suffolk Onshore Scheme. There would be minimal intervisibility at construction and operation, due to the screening effects created by the layered vegetation network in the local landscape and intervening built form thereby unlikely for significant cumulative effects on visual amenity to result.		
LionLink Offshore Interconnector (ID 287)	LionLink Offshore Interconnector development not progressed as far as the Suffolk Onshore Scheme, but shared LCAs and visual receptors are likely, including those with significant effects.	LionLink Offshore Interconnector development not progressed as far as the Suffolk Onshore Scheme, but shared LCAs and visual receptors are likely, including those with direct effects.	Similar type and scale of development, therefore the combination of both converter station developments and the connection at Friston substation at construction has the potential to extend and intensify the original effects on both landscape character and visual amenity in this part of the landscape, resulting in the potential for significant cumulative effects. Cumulative construction effects associated with the installation of cables at the landfall and within the empty ducts is unlikely to result in	Landscape construction mitigation proposed as part of the Suffolk Onshore Scheme	**Potential Significant** cumulative effects at construction

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
			significant cumulative landscape and visual effects.		
Saxmundham South Green Neighbourhood (ID 292)	Significant effects on LCA L1: Heveningham and Knodishall Estate Claylands and LCA B4: Fromus Valley. No effects on LCA 01: Benhall Estate Sandlands. Significant effects on viewpoint 2.	Direct effects on LCA L1: Heveningham and Knodishall Estate Claylands, LCA B4: Fromus Valley and LCA 01: Benhall Estate Sandlands. Likely to be views from viewpoint 2.	Different type and scale of development, however due to proximity there is the potential for significant cumulative effects at construction on landscape character and visual amenity. At operation, the Saxmundham South Green Neighbourhood development would be similar in the local landscape to the context of residential development and different to the scale and type of development of the Suffolk Onshore Scheme. The Saxmundham South Green Neighbourhood development would have some separation across the B1121 to the operational elements of the Suffolk Onshore Scheme and both developments aim to enhance the green infrastructure network where possible, such that it is unlikely that there would be any greater than the effects in isolation of the Suffolk Onshore Scheme.	Landscape mitigation proposed as part of the Suffolk Onshore Scheme	**Potentially Significant** cumulative effects at construction. Not Significant at operation

Table 2.14.31 Ecology and Biodiversity CEA

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
Ecology and Biodiversity					
The Sizewell C main development site	Until non-breeding bird surveys are complete, it is possible that the Suffolk Onshore Scheme supports a significant population of white-fronted goose associated with Minsmere-Walberswick SPA. Loss of functionally-linked habitat associated with the SPA could therefore arise.	Sizewell C will affect Minsmere-Walberswick SPA including through disturbance and loss of habitat for SPA birds. Mitigation and compensation for this has been built into the DCO.	Potentially significant depending on the outcome of the full non-breeding bird surveys for the Suffolk Onshore Scheme.	Too early to state until non-breeding bird surveys for the Suffolk Onshore Scheme are complete	Too early to state until non-breeding bird surveys for the Suffolk Onshore Scheme are complete
East Anglia ONE & TWO Offshore Windfarms	Until non-breeding bird surveys and other ecology surveys are complete, it is possible that the Suffolk Onshore Scheme supports a significant population of non-breeding birds associated with Minsmere-Walberswick SPA or Alde-Ore Estuary	The project will potentially involve disturbance of nesting nightjar associated with Sandlings SPA, or non-breeding birds associated with Minsmere-Walberswick	Potentially significant disturbance or habitat loss impacts for notable species, depending on the outcome of ongoing surveys for the Suffolk Onshore Scheme.	Too early to state until ongoing surveys for the Suffolk Onshore Scheme are complete, although standard measures are available to address impacts such as disturbance.	To be determined in the (Environmental Statement) ES when more data is available.

	SPA. Loss of functionally-linked habitat associated with the SPA could therefore arise. The Suffolk Onshore Scheme will also support other protected or notable species (surveys ongoing).	SPA or Alde-Ore Estuary SPA. It will also involve impacts on other notable species.			
Nautilus Offshore Interconnector	Until non-breeding bird surveys and other ecology surveys are complete, it is possible that the Suffolk Onshore Scheme supports a significant population of non-breeding birds associated with Minsmere-Walberswick SPA or Alde-Ore Estuary SPA. Loss of functionally-linked habitat associated with the SPA could therefore arise. The Suffolk Onshore Scheme will also support other protected or notable species (surveys ongoing).	The project will potentially involve disturbance of nesting nightjar associated with Sandlings SPA, or non-breeding birds associated with Minsmere-Walberswick SPA or Alde-Ore Estuary SPA. It will also involve impacts on other notable species.	Potentially significant disturbance or habitat loss impacts for notable species, depending on the outcome of ongoing surveys for the Suffolk Onshore Scheme.	Too early to state until ongoing surveys for the Suffolk Onshore Scheme are complete, although standard measures are available to address impacts such as disturbance.	To be determined in the ES when more data is available.
Saxmundham to Peasenhall Water Mains Installation	Until non-breeding bird surveys and other ecology surveys are complete, it is possible that the Suffolk Onshore Scheme supports a	The project will potentially involve disturbance of nesting nightjar associated with	Potentially significant disturbance or habitat loss impacts for notable species, depending on the outcome of ongoing surveys for the Suffolk Onshore Scheme.	Too early to state until ongoing surveys for the Suffolk Onshore Scheme are complete, although standard measures	To be determined in the ES when more data is available.

	significant population of non-breeding birds associated with Minsmere-Walberswick SPA or Alde-Ore Estuary SPA. Loss of functionally-linked habitat associated with the SPA could therefore arise. The Suffolk Onshore Scheme will also support other protected or notable species (surveys ongoing).	Sandlings SPA, or non-breeding birds associated with Minsmere-Walberswick SPA or Alde-Ore Estuary SPA. It will also involve impacts on other notable species.		are available to address impacts such as disturbance.	
The Sizewell B Relocated Facilities	Until non-breeding bird surveys are complete, it is possible that the Suffolk Onshore Scheme supports a significant population of white-fronted goose associated with Minsmere-Walberswick SPA. Loss of functionally-linked habitat associated with the SPA could therefore arise.	Relocation of Sizewell B will affect Minsmere-Walberswick SPA including through disturbance and loss of habitat for SPA birds. Mitigation and compensation for this has been built into the consent.	The relocated facilities will be on an area of woodland (Coronation Wood) that would not constitute functionally-linked habitat for SPA birds and has already been cleared.	N/A	N/A
Town Farm Solar Farm	Until non-breeding bird surveys are complete, it is possible that the Suffolk Onshore Scheme supports a significant population of non-breeding birds associated	This development also lies within 10km of Minsmere-Walberswick SPA and thus	Potentially significant habitat loss impacts for non-breeding birds associated with the SPA, depending on the outcome of ongoing surveys for the Suffolk Onshore Scheme.	Too early to state until ongoing surveys for the Suffolk Onshore Scheme are complete.	To be determined in the ES when more data is available.

	with Minsmere-Walberswick SPA as the Suffolk Onshore Scheme lies within the zone within which white-fronted goose will travel to forage or roost away from the SPA. Loss of functionally-linked habitat associated with the SPA could therefore arise.	within the zone that white-fronted goose could be travelling to roost or forage away from the SPA.			
UKZ139 BC Wissett Solar Farm	Until non-breeding bird surveys are complete, it is possible that the Suffolk Onshore Scheme supports a significant population of non-breeding birds associated with Minsmere-Walberswick SPA as the Suffolk Onshore Scheme lies within the zone within which white-fronted goose will travel to forage or roost away from the SPA. Loss of functionally-linked habitat associated with the SPA could therefore arise.	This development also lies within 10km of Minsmere-Walberswick SPA and thus within the zone that white-fronted goose could be travelling to roost or forage away from the SPA.	Potentially significant habitat loss impacts for non-breeding birds associated with the SPA, depending on the outcome of ongoing surveys for the Suffolk Onshore Scheme.	Too early to state until ongoing surveys for the Suffolk Onshore Scheme are complete.	To be determined in the ES when more data is available.
LionLink Offshore Interconnector	Until non-breeding bird surveys and other ecology surveys are complete, it is possible that the Suffolk Onshore Scheme supports a	The project will potentially involve disturbance of nesting nightjar associated with	Potentially significant disturbance or habitat loss impacts for notable species, depending on the outcome of ongoing surveys for the Suffolk Onshore Scheme.	Too early to state until ongoing surveys for the Suffolk Onshore Scheme are complete, although standard measures	To be determined in the ES when more data is available.

	significant population of non-breeding birds associated with Minsmere-Walberswick SPA or Alde-Ore Estuary SPA. Loss of functionally-linked habitat associated with the SPA could therefore arise. The Suffolk Onshore Scheme will also support other protected or notable species (surveys ongoing).	Sandlings SPA, or non-breeding birds associated with Minsmere-Walberswick SPA or Alde-Ore Estuary SPA. It will also involve impacts on other notable species.		are available to address impacts such as disturbance.	
Saxmundham South Green Neighbourhood	Until non-breeding bird surveys and other ecology surveys are complete, it is possible that the Suffolk Onshore Scheme supports a significant population of non-breeding birds associated with Minsmere-Walberswick SPA or Alde-Ore Estuary SPA. Loss of functionally-linked habitat associated with the SPA could therefore arise. The Suffolk Onshore Scheme will also support other protected or notable species (surveys ongoing).	The project will potentially involve disturbance of nesting nightjar associated with Sandlings SPA, or non-breeding birds associated with Minsmere-Walberswick SPA or Alde-Ore Estuary SPA. It will also involve impacts on other notable species.	Potentially significant disturbance or habitat loss impacts for notable species, depending on the outcome of ongoing surveys for the Suffolk Onshore Scheme.	Too early to state until ongoing surveys for the Suffolk Onshore Scheme are complete, although standard measures are available to address impacts such as disturbance.	To be determined in the ES when more data is available.

Table 2.14.32 Historic Environment CEA

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
Historic Environment					
East Anglia ONE & TWO Offshore Windfarms	Potential for direct physical impacts on buried archaeological remains located in the Suffolk Onshore Boundary, as well as possible impacts on the setting of designated heritage assets.	Potential for direct physical impacts on buried archaeological remains located in the Suffolk Onshore Boundary that extend into the EA1 and 2 site, as well as possible impacts on the setting of designated heritage assets.	There is the potential for buried archaeological remains to extended across both schemes, and as such the construction phase has the potential to result in direct physical impacts on a larger area of such features. Permanent impacts on the setting of designated assets for both schemes should be limited to the above ground infrastructure (i.e. Saxmundham Converter Station and Friston Substation) and the operational phase. Setting impacts should be limited due to existing screening/vegetation cover, as well as the distance between designated assets and the proposed above ground infrastructure.	Mitigation of physical impacts to include, but not be limited to, archaeological excavation, recording, and dissemination. Potential mitigation of setting impacts through screening (associated with 'Landscape mitigation').	Not significant for physical impacts during construction (after mitigation). Not significant for setting impacts during the operations phase.
Nautilus Offshore Interconnector	Potential for direct physical impacts on buried archaeological remains located in the Suffolk Onshore Boundary, as	Potential for direct physical impacts on buried archaeological	There is the potential for buried archaeological remains to extended across both schemes, and as such the construction phase has the potential to result in direct physical	Mitigation of physical impacts to include, but not be limited to, archaeological excavation,	Not significant for physical impacts during

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
	well as possible impacts on the setting of designated heritage assets.	remains located in the Suffolk Onshore Boundary and that extend into the Nautilus site, as well as possible impacts on the setting of designated heritage assets.	impacts on a larger area of such features. Cumulative impacts on the setting of assets has been taken into account as part of the colocation assessment.	recording, and dissemination. Potential mitigation of setting impacts through screening (associated with 'Landscape mitigation').	construction (after mitigation). Not significant for setting impacts during the operations phase.
LionLink Offshore Interconnector	Potential for direct physical impacts on buried archaeological remains located in the Suffolk Onshore Boundary, as well as possible impacts on the setting of designated heritage assets.	Potential for direct physical impacts on buried archaeological remains located in the Suffolk Onshore Boundary that extend into the LionLink boundary, as well as possible impacts on the setting of designated heritage assets.	There is the potential for buried archaeological remains to extended across both schemes, and as such the construction phase has the potential to result in direct physical impacts on a larger area of such features. Cumulative impacts on the setting of assets has been taken into account as part of the colocation assessment.	Mitigation of physical impacts to include, but not be limited to, archaeological excavation, recording, and dissemination. Potential mitigation of setting impacts through screening (associated with 'Landscape mitigation').	Not significant for physical impacts during construction (after mitigation). Not significant for setting impacts during the operations phase.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
Saxmundham South Green Neighbourhood	Potential for direct physical impacts on buried archaeological remains located in the Suffolk Onshore Boundary, as well as possible impacts on the setting of designated heritage assets (in particular Hurst Hall).	Potential for direct physical impacts on buried archaeological remains located in the Suffolk Onshore Boundary that extend into the Saxmundham South Green area, as well as possible impacts on the setting of designated heritage assets (in particular Hurts Hall).	There is the potential for buried archaeological remains to extended across both schemes, and as such the construction phase has the potential to result in direct physical impacts on a larger area of such features. Permanent impacts on the setting of designated assets for both schemes should be limited to the above ground infrastructure (i.e. Saxmundham Converter Station and Friston Substation) and the operational phase. Setting impacts should be limited due to existing screening/vegetation cover, as well as the distance between designated assets and the proposed above ground infrastructure.	Mitigation of physical impacts to include, but not be limited to, archaeological excavation, recording, and dissemination. Potential mitigation of setting impacts through screening (associated with 'Landscape mitigation').	Not significant for physical impacts during construction (after mitigation). Not significant for setting impacts during the operations phase.

Table 2.14.33 Water Environment CEA

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
Water Environment					
East Anglia ONE & TWO Offshore Windfarms	Potential for minor, short duration effects on flow regime/hydromorphology and water quality of watercourses during construction, and potential for changes to the land drainage regime. Effects determined to be not significant.	Effects of a similar nature to those described for the Proposed Project.	No significant cumulative effects following implementation of embedded, control and management measures.	At this stage no mitigation measures relevant to water environment receptors are considered necessary to avoid significant effects.	No
Nautilus Offshore Interconnector	Potential for minor, short duration effects on flow regime/hydromorphology and water quality of watercourses during construction, and potential for changes to the land drainage regime. Effects determined to be not significant.	Effects of a similar nature to those described for the Proposed Project.	No significant cumulative effects following implementation of embedded, control and management measures.	At this stage no mitigation measures relevant to water environment receptors are considered necessary to avoid significant effects.	No
Saxmundham to Peasenhall Water Mains Installation	Potential for minor, short duration effects on flow regime/hydromorphology and water quality of the	Effects of a similar nature to those described	No significant cumulative effects following implementation of embedded, control and management measures.	At this stage no mitigation measures relevant to water environment	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
	River Fromus during construction, and potential for changes to the local land drainage regime. Effects determined to be not significant.	for the Proposed Project.		receptors are considered necessary to avoid significant effects.	
LionLink Offshore Interconnector	Potential for minor, short duration effects on flow regime/hydromorphology and water quality of watercourses during construction, and potential for changes to the land drainage regime. Effects determined to be not significant.	Effects of a similar nature to those described for the Proposed Project.	No significant cumulative effects following implementation of embedded, control and management measures.	At this stage no mitigation measures relevant to water environment receptors are considered necessary to avoid significant effects.	No
Saxmundham South Green Neighbourhood	Potential for minor, short duration effects on flow regime/hydromorphology and water quality of the River Fromus during construction, and potential for changes to the local land drainage regime. Effects determined to be not significant.	Effects of a similar nature to those described for the Proposed Project.	No significant cumulative effects following implementation of embedded, control and management measures.	At this stage no mitigation measures relevant to water environment receptors are considered necessary to avoid significant effects.	No

Table 2.14.34 Agriculture and Soils CEA

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
Agriculture and Soils					
The Sizewell C main development site	Possibility of cumulative effects on Best and Most Versatile Land and soil function as well as agricultural land loss from production.	Unlikely to be any significant cumulative effects, however, shared receptor locations not yet determined.	It is considered unlikely to have a significant cumulative impact based on the information available to date.	To be determined in the ES when more data is available	To be determined in the ES when more data is available.
Sizewell C Link Road	Possibility of cumulative effects on Best and Most Versatile Land and soil function as well as agricultural land loss from production.	Unlikely to be any significant cumulative effects, however, shared receptor locations not yet determined.	It is considered unlikely to have a significant cumulative impact based on the information available to date.	To be determined in the ES when more data is available	To be determined in the ES when more data is available.
East Anglia ONE & TWO Offshore Windfarms	Possibility of cumulative effects on Best and Most Versatile Land and soil function as well as agricultural land loss from production.	Potential for direct physical effects of a similar nature to those described for the Proposed Project.	There is potential for the schemes to have a cumulative effect due to the overlap in project boundaries.	To be determined in the ES when more data is available	To be determined in the ES when more data is available.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
Nautilus Offshore Interconnector	Possibility of cumulative effects on Best and Most Versatile Land and soil function as well as agricultural land loss from production.	Potential for direct physical effects of a similar nature to those described for the Proposed Project.	There is potential for the schemes to have a cumulative effect due to the overlap in project boundaries.	To be determined in the ES when more data is available	To be determined in the ES when more data is available.
LionLink Offshore Interconnector	Possibility of cumulative effects on Best and Most Versatile Land and soil function as well as agricultural land loss from production.	Unlikely to be any significant cumulative effects, however, shared receptor locations not yet determined.	It is considered unlikely to have a significant cumulative impact based on the information available to date.	To be determined in the ES when more data is available	To be determined in the ES when more data is available
Saxmundham South Green Neighbourhood	Possibility of cumulative effects on Best and Most Versatile Land and soil function as well as agricultural land loss from production.	Unlikely to be any significant cumulative effects, however, shared receptor locations not yet determined.	It is considered unlikely to have a significant cumulative impact based on the information available to date.	To be determined in the ES when more data is available	To be determined in the ES when more data is available

Table 2.14.35 Traffic and Transport CEA

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
Traffic and Transport					
The Sizewell C - main development site	The following effects are as a result of construction traffic associated with the Suffolk Onshore Scheme: Negligible category of change (traffic increase of <30%) on all shared road link and road junction receptors in three of the assessed time periods and on S-RL10, S-RL11, S-RL13, S-RJ9 and S-RJ11 in all five of the assessed time periods. Small category of change (traffic increase of 30-60%) on some shared road link (S-RL1, S-RL2, S-RL3, S-RL4, S-RL8, S-RL12) and road junction receptors (S-RJ1, S-RJ3, S-RJ5, S-RJ10) in one or two of the assessed time periods.	The following effects are as a result of construction traffic associated with the Sizewell C - main development site: Negligible category of change (traffic increase of <30%) on the majority of shared road link and road junction receptors in all five of the assessed time periods and on S-RL8, S-RL12, S-RL13, S-RJ7, S-RJ10 and S-RJ11 in four of	The inclusion of construction trips associated with the Sizewell C - main development site increases the magnitude of change by no more than one category across all shared receptors and time periods, which represents a small increase (shift in category of no more than 30%). Nonetheless, it is considered that Sizewell C - main development site could result in the following additional significant effects when combined with the Proposed Project, in comparison to the Proposed Project in isolation: S-RL8: Potential for significant effects on Non-Motorised User Amenity and Driver Delay S-RL13: Potential for significant effects on Severance, Pedestrian Delay, Non-Motorised User Amenity and Driver Delay	The potential for significant effects on S-RL8, S-RL13 or S-RJ11 is attributed to both the Proposed Project and Sizewell C - main development site combined (but not the Proposed Project in isolation). The additional peak daily trips for these receptors comprise circa. 75-80% trips as a result of Sizewell C and circa. 20-25% trips as a result of the Proposed Project. Therefore, this could be used as a starting point for apportioning any additional mitigation if this is needed.	**Significant**

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
	Medium category of change (traffic increase of 60-90%) on some shared road link (S-RL5, S-RL6) and road junction receptors (S-RJ2, S-RJ4, S-RJ6, S-RJ7) in one of the assessed time periods with a small category of change (traffic increase of 30-60%) in one of the other assessed time periods.	the assessed time periods. Small category of change (traffic increase of 30-60%) on some shared road link (S-RL8, S-RL12, S-RL13) and road junction (S-RJ7, S-RJ10, S-RJ11) receptors in one of the assessed time periods.	S-RJ11: Potential for significant effects on Severance, Pedestrian Delay, Non-Motorised User Amenity and Driver Delay.	The requirement for any additional mitigation (and apportionment) will be reviewed further as part of the ES when updated baseline traffic flows are obtained to increase the confidence of the findings within **Volume 1, Part 2, Chapter 8, Traffic and Transport** within the ES. It should also be noted that the Sizewell C development includes several additional schemes to help mitigate their transport effects and improve the surrounding highway network. These include the A12	

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
				Bypass, Yoxford Roundabout improvements, Sizewell Link Road, Northern Park and Ride, Southern Park and Ride and rail infrastructure improvements. These mitigations will benefit the Proposed Project where the improved routes are used or highway capacity is increased.	
Nautilus Offshore Interconnector	Possibility of cumulative effects as a result of construction traffic associated with the Suffolk Onshore Scheme.	Possibility of cumulative effects as a result of the development but there is currently insufficient information available and shared receptor locations are not yet determined.	Insufficient information to determine any cumulative effects at this stage.	To be determined when the Suffolk Onshore Scheme ES is prepared, subject to further information being available at that time.	To be determined when the Suffolk Onshore Scheme ES is prepared, subject to further information being available at that time.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
High Lodge Leisure	The following effects are as a result of construction traffic associated with the Suffolk Onshore Scheme: Negligible category of change (traffic increase of <30%) on all shared road link and road junction receptors in three of the assessed time periods. Small category of change (traffic increase of 30-60%) on some shared road link (S-RL1, S-RL2, S-RL3, S-RL4) and road junction receptors (S-RJ1, S-RJ3, S-RJ5) in two of the assessed time periods. Medium category of change (traffic increase of 60-90%) on some shared road junction receptors (S-RJ2, S-RJ4) in one of the assessed time periods with a small category of change (traffic increase of 30-60%) in one of the	Negligible category of change (traffic increase of <30%) on all shared road link (S-RL1, S-RL2, S-RL3, S-RL4) and road junction receptors (S-RJ1, S-RJ2, S-RJ3, S-RJ4, S-RJ5) as a result of operational traffic associated with the High Lodge Leisure development.	No significant cumulative effects on traffic and transport. The cumulative effect of operational trips associated with the High Lodge Leisure development are unlikely to be any greater than the effects in isolation of the Suffolk Onshore Scheme.	No mitigation necessary	Not Significant

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
	other assessed time periods.				
Croft Farm land and buildings	Possibility of cumulative effects as a result of construction traffic associated with the Suffolk Onshore Scheme.	Possibility of cumulative effects as a result of the development but there is currently insufficient information available and shared receptor locations are not yet determined.	Insufficient information to determine any cumulative effects at this stage.	To be determined when the Suffolk Onshore Scheme ES is prepared, subject to further information being available at that time.	To be determined when the Suffolk Onshore Scheme ES is prepared, subject to further information being available at that time.
Park Farm Solar Farm	Possibility of cumulative effects as a result of construction traffic associated with the Suffolk Onshore Scheme.	Possibility of cumulative effects as a result of the development but there is currently insufficient information available and shared receptor locations are not yet determined.	Insufficient information to determine any cumulative effects at this stage.	To be determined when the Suffolk Onshore Scheme ES is prepared, subject to further information being available at that time.	To be determined when the Suffolk Onshore Scheme ES is prepared, subject to further information being available at that time.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
Brightwell Lakes	The following effects are as a result of construction traffic associated with the Suffolk Onshore Scheme: Negligible category of change (traffic increase of <30%) on all shared road link and road junction receptors in three of the assessed time periods. Small category of change (traffic increase of 30-60%) on some shared road link (S-RL1, S-RL2, S-RL3, S-RL4) and road junction receptors (S-RJ1, S-RJ3, S-RJ5) in two of the assessed time periods. Medium category of change (traffic increase of 60-90%) on some shared road junction receptors (S-RJ2, S-RJ4) in one of the assessed time periods with a small category of change (traffic increase of 30-60%) in one of the	Negligible category of change (traffic increase of <30%) on all shared road link (S-RL1, S-RL2, S-RL3, S-RL4) and road junction receptors (S-RJ1, S-RJ2, S-RJ3, S-RJ4, S-RJ5) as a result of operational traffic associated with the Brightwell Lakes residential development.	No significant cumulative effects on traffic and transport. The cumulative effect of operational trips associated with the Brightwell Lakes residential development are unlikely to be any greater than the effects in isolation of the Suffolk Onshore Scheme.	No mitigation necessary	Not Significant

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
	other assessed time periods.				
Residential Development, Darsham Station	The following effects are as a result of construction traffic associated with the Suffolk Onshore Scheme: Negligible category of change (traffic increase of <30%) on all shared road link and road junction receptors in three of the assessed time periods. Small category of change (traffic increase of 30-60%) on some shared road link (S-RL1, S-RL2, S-RL3, S-RL4) and road junction receptors (S-RJ1, S-RJ3, S-RJ5) in two of the assessed time periods. Medium category of change (traffic increase of 60-90%) on some shared road junction receptors (S-RJ2, S-RJ4) in one of the assessed time periods with a small category of change (traffic increase of	Negligible category of change (traffic increase of <30%) on all shared road link (S-RL1, S-RL2, S-RL3, S-RL4) and road junction receptors (S-RJ1, S-RJ2, S-RJ3, S-RJ4, S-RJ5) as a result of operational traffic associated with the Darsham Station residential development.	No significant cumulative effects on traffic and transport. The cumulative effect of operational trips associated with the Darsham Station residential development are unlikely to be any greater than the effects in isolation of the Suffolk Onshore Scheme.	No mitigation necessary	Not Significant

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
	30-60%) in one of the other assessed time periods.				
Proposed Reservoir, Grange Farm	Possibility of cumulative effects as a result of construction traffic associated with the Suffolk Onshore Scheme.	Possibility of cumulative effects as a result of the development but there is currently insufficient information available and shared receptor locations are not yet determined.	Insufficient information to determine any cumulative effects at this stage.	To be determined when the Suffolk Onshore Scheme ES is prepared, subject to further information being available at that time.	To be determined when the Suffolk Onshore Scheme ES is prepared, subject to further information being available at that time.
Saxmundham to Peasenhall Water Mains Installation	Possibility of cumulative effects as a result of construction traffic associated with the Suffolk Onshore Scheme.	Possibility of cumulative effects as a result of the development but there is currently insufficient information available and shared receptor locations are not yet determined.	Insufficient information to determine any cumulative effects at this stage.	To be determined when the Suffolk Onshore Scheme ES is prepared, subject to further information being available at that time.	To be determined when the Suffolk Onshore Scheme ES is prepared, subject to further information being available at that time.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
Wissett Solar Farm	Possibility of cumulative effects as a result of construction traffic associated with the Suffolk Onshore Scheme.	Possibility of cumulative effects as a result of the development but there is currently insufficient information available and shared receptor locations are not yet determined.	Insufficient information to determine any cumulative effects at this stage.	To be determined when the Suffolk Onshore Scheme ES is prepared, subject to further information being available at that time.	To be determined when the Suffolk Onshore Scheme ES is prepared, subject to further information being available at that time.
Brundish Manor Solar Farm	Possibility of cumulative effects as a result of construction traffic associated with the Suffolk Onshore Scheme.	Possibility of cumulative effects as a result of the development but there is currently insufficient information available and shared receptor locations are not yet determined.	Insufficient information to determine any cumulative effects at this stage.	To be determined when the Suffolk Onshore Scheme ES is prepared, subject to further information being available at that time.	To be determined when the Suffolk Onshore Scheme ES is prepared, subject to further information being available at that time.
LionLink Offshore Interconnector	Possibility of cumulative effects as a result of construction traffic	Possibility of cumulative effects as a result	Insufficient information to determine any cumulative effects at this stage.	To be determined when the Suffolk Onshore Scheme ES	To be determined when the

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
	associated with the Suffolk Onshore Scheme.	of the development but there is currently insufficient information available and shared receptor locations are not yet determined.		is prepared, subject to further information being available at that time.	Suffolk Onshore Scheme ES is prepared, subject to further information being available at that time.
Norwich to Tilbury	Possibility of cumulative effects as a result of construction traffic associated with the Suffolk Onshore Scheme.	Possibility of cumulative effects as a result of the development but there is currently insufficient information available and shared receptor locations are not yet determined.	Insufficient information to determine any cumulative effects at this stage.	To be determined when the Suffolk Onshore Scheme ES is prepared, subject to further information being available at that time.	To be determined when the Suffolk Onshore Scheme ES is prepared, subject to further information being available at that time.
Rock Barracks Heath Solar Farm	Possibility of cumulative effects as a result of construction traffic associated with the Suffolk Onshore Scheme.	Possibility of cumulative effects as a result of the development but there is currently	Insufficient information to determine any cumulative effects at this stage.	To be determined when the Suffolk Onshore Scheme ES is prepared, subject to further information	To be determined when the Suffolk Onshore Scheme ES

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
		insufficient information available and shared receptor locations are not yet determined.		being available at that time.	is prepared, subject to further information being available at that time.
Saxmundham South Green Neighbourhood	Possibility of cumulative effects as a result of construction traffic associated with the Suffolk Onshore Scheme.	Possibility of cumulative effects as a result of the development but there is currently insufficient information available and shared receptor locations are not yet determined.	Insufficient information to determine any cumulative effects at this stage.	To be determined when the Suffolk Onshore Scheme ES is prepared, subject to further information being available at that time.	To be determined when the Suffolk Onshore Scheme ES is prepared, subject to further information being available at that time.

Table 2.14.36 Air Quality CEA

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
Air Quality					
The Sizewell C - main development site	Effects on receptors from construction vehicle emissions to be determined in the ES once further data is available.	Shared receptors from construction vehicle emissions unknown.	Cumulative construction dust effects are unlikely due to distance between developments. Cumulative NRMM emissions are unlikely due to distance between developments. If the construction periods overlap, cumulative construction vehicle emissions could occur due to shared construction routes such as the A12. This will be determined in the ES when more data is available.	To be determined in the ES when more data is available.	To be determined in the ES when more data is available.
Nautilus Offshore Interconnector	Effects on receptors to be determined in the ES once further data is available.	Shared receptors unknown.	If the construction periods overlap, there is potential for cumulative construction dust effects as the project order limits overlap. If the construction periods overlap, there is potential for cumulative NRMM emissions effects as the project order limits overlap.	To be determined in the ES when more data is available.	To be determined in the ES when more data is available.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
			If the construction periods overlap, cumulative construction vehicle emissions could occur due to shared construction routes such as the A12. This will be determined in the ES when more data is available.		
High Lodge Leisure	Effects on receptors from construction vehicle emissions to be determined in the ES once further data is available.	Shared receptors from construction vehicle emissions unknown.	Cumulative construction dust effects are unlikely due to distance between developments. Cumulative NRMM emissions are unlikely due to distance between developments. If the construction periods overlap, cumulative construction vehicle emissions could occur due to shared construction routes such as the A12. This will be determined in the ES when more data is available.	To be determined in the ES when more data is available.	To be determined in the ES when more data is available.
Park Farm Solar Farm	Effects on receptors from construction vehicle emissions to be determined in the ES once further data is available.	Shared receptors from construction vehicle emissions unknown.	Cumulative construction dust effects are unlikely due to distance between developments. Cumulative NRMM emissions are unlikely due to distance between developments.	To be determined in the ES when more data is available.	To be determined in the ES when more data is available.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
			If the construction periods overlap, cumulative construction vehicle emissions could occur due to shared construction routes such as the A12. This will be determined in the ES when more data is available.		
Brightwell Lakes	Effects on receptors from construction vehicle emissions to be determined in the ES once further data is available.	Shared receptors from construction vehicle emissions unknown.	Cumulative construction dust effects are unlikely due to distance between developments. Cumulative NRMM emissions are unlikely due to distance between developments. If the construction periods overlap, cumulative construction vehicle emissions could occur due to shared construction routes such as the A12. This will be determined in the ES when more data is available.	To be determined in the ES when more data is available.	To be determined in the ES when more data is available.
Residential Development, Darsham Station	Effects on receptors from construction vehicle emissions to be determined in the ES once further data is available.	Shared receptors from construction vehicle emissions unknown.	Cumulative construction dust effects are unlikely due to distance between developments.	To be determined in the ES when more data is available.	To be determined in the ES when more data is available.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
			Cumulative NRMM emissions are unlikely due to distance between developments. If the construction periods overlap, cumulative construction vehicle emissions could occur due to shared construction routes such as the A12. This will be determined in the ES when more data is available.		
Saxmundham to Peasenhall Water Mains Installation	Effects on receptors from construction vehicle emissions to be determined in the ES once further data is available.	Shared receptors from construction vehicle emissions unknown.	Cumulative construction dust effects are unlikely due to distance between developments. Cumulative NRMM emissions are unlikely due to distance between developments. If the construction periods overlap, cumulative construction vehicle emissions could occur due to shared construction routes such as the A12. This will be determined in the ES when more data is available.	To be determined in the ES when more data is available.	To be determined in the ES when more data is available.
UKZ139 BC Wissett Solar Farm	Effects on receptors from construction vehicle emissions to be	Shared receptors from construction vehicle emissions unknown.	Cumulative construction dust effects are unlikely due to distance between developments.	To be determined in the ES when more data is available.	To be determined in the ES when more

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
	determined in the ES once further data is available.		Cumulative NRMM emissions are unlikely due to distance between developments. If the construction periods overlap, cumulative construction vehicle emissions could occur due to shared construction routes such as the A12. This will be determined in the ES when more data is available.		data is available.
LionLink Offshore Interconnector	Effects on receptors to be determined in the ES once further data is available.	Shared receptors unknown.	If the construction periods overlap, there is potential for cumulative construction dust effects as the project order limits overlap. If the construction periods overlap, there is potential for cumulative NRMM emissions effects as the project order limits overlap. If the construction periods overlap, there is potential for cumulative back-up generators emissions effects as the project order limits overlap. If the construction periods overlap, cumulative construction vehicle	To be determined in the ES when more data is available.	To be determined in the ES when more data is available.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
			emissions could occur due to shared construction routes such as the A12. This will be determined in the ES when more data is available.		
Norwich to Tilbury	Effects on receptors from construction vehicle emissions to be determined in the ES once further data is available.	Shared receptors from construction vehicle emissions unknown.	Cumulative construction dust effects are unlikely due to distance between developments. Cumulative NRMM emissions are unlikely due to distance between developments. If the construction periods overlap, cumulative construction vehicle emissions could occur due to shared construction routes such as the A12. This will be determined in the ES when more data is available.	To be determined in the ES when more data is available.	To be determined in the ES when more data is available.
Saxmundham South Green Neighbourhood	Effects on receptors to be determined in the ES once further data is available.	Shared receptors unknown.	If the construction periods overlap, there is potential for cumulative construction dust effects as the project order limits overlap. If the construction periods overlap, there is potential for cumulative NRMM emissions effects as the project order limits overlap.	To be determined in the ES when more data is available.	To be determined in the ES when more data is available.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
			If the construction periods overlap, there is potential for cumulative back-up generators emissions effects as the project order limits overlap. If the construction periods overlap, cumulative construction vehicle emissions could occur due to shared construction routes such as the A12. This will be determined in the ES when more data is available.		

Table 2.14.37 Noise and Vibration CEA

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
Noise and Vibration					
East Anglia ONE & TWO Offshore Windfarms (Construction noise and vibration)	Negligible to low magnitude impacts at all noise sensitive receptors (NSR) where best practicable means (BPM) are applied to reduce impacts.	Negligible to low magnitude impacts at all NSR where BPM are applied to reduce impacts. (Impacts have been evaluated using the assessment methodology of the Proposed Project).	Negligible to minor effects at all nearby NSR.	No additional mitigation beyond BPM that is already proposed by each respective project.	No
East Anglia ONE & TWO Offshore Windfarms (Operational noise)	Negligible to low magnitude impacts at all NSR where appropriate noise mitigation measures are considered during detailed design.	Negligible to low magnitude impacts at all NSR where appropriate noise mitigation measures are considered during detailed design. (Impacts have been evaluated using	Negligible to minor effects at all nearby NSR. Moderate or large effects are not expected due to the relatively large distance between the worst-case affected NSR for each respective project.	No additional mitigation beyond design measures already proposed by each respective project.	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
		the assessment methodology of the Proposed Project).			
Nautilus Offshore Interconnector (Construction noise and vibration)	Negligible to low magnitude impacts at all NSR where BPM are applied to reduce impacts.	Based on being a similar project, negligible to low magnitude impacts would be expected at all NSR where BPM are applied to reduce impacts	Negligible to minor effects at all nearby NSR.	No additional mitigation beyond BPM that is already proposed by each respective project.	No
Nautilus Offshore Interconnector (Operational noise)	Negligible to low magnitude impacts at all NSR where appropriate noise mitigation measures are considered during detailed design.	Negligible to low magnitude impacts at all NSR where appropriate noise mitigation measures are considered during detailed design.	Negligible to minor effects at all nearby NSR.	No additional mitigation beyond design measures already proposed by each respective project.	No
LionLink Offshore Interconnector (Construction noise and vibration)	Negligible to low magnitude impacts at all NSR where BPM are applied to reduce impacts.	Based on being a similar project, negligible to low magnitude impacts would be	Negligible to low at all nearby NSR.	No additional mitigation beyond BPM that is already proposed by each respective project.	No

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
		expected at all NSR where BPM are applied to reduce impacts			
LionLink Offshore Interconnector (Operational noise)	Negligible to low magnitude impacts at all NSR where appropriate noise mitigation measures are considered during detailed design.	Negligible to low magnitude impacts at all NSR where appropriate noise mitigation measures are considered during detailed design.	Negligible to low at all nearby NSR.	No additional mitigation beyond design measures already proposed by each respective project.	No

Table 2.14.38 Socio-Economics, Recreation and Tourism CEA

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
Socio-Economics, Recreation and Tourism					
The Sizewell C - main development site	No significant effects expected on any socio-economic, recreation and tourism receptors as a result of the Suffolk Onshore Scheme.	Possibility of cumulative effects as a result of the development but there is currently insufficient information available.	Insufficient information to determine any cumulative effects at this stage.	To be determined in the ES when full information on environmental mitigation measures is available.	To be determined in the ES when full results from the relevant environmental studies are available.
A12 Bypass	No significant effects expected on any socio-economic, recreation and tourism receptors as a result of the Suffolk Onshore Scheme.	Considered above, under The Sizewell C main development site.	Considered above, under The Sizewell C main development site.	Considered above, under The Sizewell C main development site.	Considered above, under The Sizewell C main development site.
Yoxford Roundabout	No significant effects expected on any socio-economic, recreation and tourism receptors as a result of the Suffolk Onshore Scheme.	Considered above, under The Sizewell C main development site.	Considered above, under The Sizewell C main development site.	Considered above, under The Sizewell C main development site.	Considered above, under The Sizewell C main development site.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
East Anglia ONE & TWO Offshore Windfarms	No significant effects expected on any socio-economic, recreation and tourism receptors as a result of the Suffolk Onshore Scheme.	Possibility of cumulative effects as a result of the development but there is currently insufficient information available.	Insufficient information to determine any cumulative effects at this stage.	To be determined in the ES when full information on environmental mitigation measures is available.	To be determined in the ES when full results from the relevant environmental studies are available.
Nautilus Offshore Interconnector	No significant effects expected on any socio-economic, recreation and tourism receptors as a result of the Suffolk Onshore Scheme.	Possibility of cumulative effects as a result of the development but there is currently insufficient information available.	Insufficient information to determine any cumulative effects at this stage.	To be determined in the ES when full information on environmental mitigation measures is available.	To be determined in the ES when full results from the relevant environmental studies are available.
LionLink Offshore Interconnector	No significant effects expected on any socio-economic, recreation and tourism receptors as a result of the Suffolk Onshore Scheme.	Possibility of cumulative effects as a result of the development but there is currently insufficient information available.	Insufficient information to determine any cumulative effects at this stage.	To be determined in the ES when full information on environmental mitigation measures is available.	To be determined in the ES when full results from the relevant environmental studies are available.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with Project	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
Saxmundham South Green Neighbourhood	No significant effects expected on any socio-economic, recreation and tourism receptors as a result of the Suffolk Onshore Scheme.	Possibility of cumulative effects as a result of the development but there is currently insufficient information available.	Insufficient information to determine any cumulative effects at this stage.	To be determined in the ES when full information on environmental mitigation measures is available.	To be determined in the ES when full results from the relevant environmental studies are available.

Table 2.14.39 Health and Wellbeing CEA

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with other development	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
Health and Wellbeing					
The Sizewell C - main development site	No significant effects expected on any health receptors as a result of the Suffolk Onshore Scheme.	Potential for significant cumulative health and wellbeing effects on human receptors likely to be at risk of possible direct and indirect air quality impacts, although shared receptors from construction vehicle emissions are unknown at this stage, as detailed in Table 2.14.36. Potential for significant cumulative health and wellbeing effects on human health receptors	As set out in Table 2.14.36, if the construction periods overlap, cumulative construction vehicle emissions could occur due to shared construction routes such as the A12, which could impact air quality as a determinant of health and wellbeing. This will be determined in the ES when more information is available. As set out in Table 2.14.35, it is considered that Sizewell C - main development site could result in the following additional significant effects when combined with the Proposed Project, in comparison to the Proposed Project in isolation: S-RL8: Potential for significant effects on Non-Motorised User Amenity and Driver Delay S-RL13: Potential for significant effects on Severance, Pedestrian	To be determined in the ES when full information on environmental mitigation measures is available.	To be determined in the ES when full results from the relevant environmental studies are available.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with other development	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
		relating to community severance, based on the traffic and transport assessment in Table 2.14.35.	Delay, Non-Motorised User Amenity and Driver Delay S-RJ11: Potential for significant effects on Severance, Pedestrian Delay, Non-Motorised User Amenity and Driver Delay.		
A12 Bypass	No significant effects expected on any health receptors as a result of the Suffolk Onshore Scheme.	Potential for significant cumulative health and wellbeing effects on human receptors likely to be at risk of possible direct and indirect air quality impacts, although shared receptors from construction vehicle emissions are unknown at this stage, as detailed in Table 2.14.36.	As set out in Table 2.14.36, if the construction periods overlap, cumulative construction vehicle emissions could occur due to shared construction routes such as the A12, which could impact air quality as a determinant of health and wellbeing. This will be determined in the ES when more information is available.	To be determined in the ES when full information on environmental mitigation measures is available.	To be determined in the ES when full results from the relevant environmental studies are available.
Yoxford Roundabout	No significant effects expected on any health receptors as a result of	Potential for significant cumulative health	As set out in Table 2.14.36, if the construction periods overlap, cumulative construction vehicle	To be determined in the ES when more	To be determined in the ES when

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with other development	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
	the Suffolk Onshore Scheme.	and wellbeing effects on human receptors likely to be at risk of possible direct and indirect air quality impacts, although shared receptors from construction vehicle emissions are unknown at this stage, as detailed in Table 2.14.36.	emissions could occur due to shared construction routes such as the A12, which could impact air quality as a determinant of health and wellbeing. This will be determined in the ES when more information is available.	information is available.	more information is available.
Sizewell Link Road- Bridge across rail tracks	No significant effects expected on any health receptors as a result of the Suffolk Onshore Scheme.	Unlikely to be significant effects on health receptors.	There are unlikely to be significant cumulative effects on health and wellbeing based on the currently available information	No mitigation necessary	Not Significant
Sizewell Link Road- Pretty Road Junction	No significant effects expected on any health receptors as a result of the Suffolk Onshore Scheme.	Unlikely to be significant effects on health receptors.	There are unlikely to be significant cumulative effects on health and wellbeing based on the currently available information.	No mitigation necessary	Not Significant
Sizewell Link Road- Moat Road Junction	No significant effects expected on any health receptors as a result of	Unlikely to be significant effects	There are unlikely to be significant cumulative effects on health and	No mitigation necessary	Not Significant

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with other development	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
	the Suffolk Onshore Scheme.	on health receptors.	wellbeing based on the currently available information.		
East Anglia ONE & TWO Offshore Windfarms	No significant effects expected on any health receptors as a result of the Suffolk Onshore Scheme.	Potential for significant cumulative health and wellbeing effects on human receptors likely to be at risk of possible direct and indirect air quality impacts, although shared receptors from construction vehicle emissions are unknown at this stage, as detailed in Table 2.14.36. Although unlikely, there is potential for significant cumulative health and wellbeing effects in regard to the	As set out in Table 2.14.36, if the construction periods overlap, cumulative construction vehicle emissions could occur due to shared construction routes such as the A12, which could impact air quality as a determinant of health and wellbeing. This will be determined in the ES when more information is available.	Landscape mitigation for social cohesion and community identity, and to be determined in the ES when more information is available regarding air quality.	To be determined in the ES when full results from the relevant environmental studies are available.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with other development	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
		determinant of social cohesion and community identity, based on the landscape and visual assessment set out in Table 2.14.29.			
Nautilus Offshore Interconnector	No significant effects expected on any health receptors as a result of the Suffolk Onshore Scheme.	Potential for significant cumulative health and wellbeing effects on human receptors likely to be at risk of possible direct and indirect air quality impacts, although shared receptors from construction vehicle emissions are unknown at this stage, as detailed in Table 2.14.36.	As set out in Table 2.14.36, if the construction periods overlap, cumulative construction vehicle emissions could occur due to shared construction routes such as the A12, which could impact air quality as a determinant of health and wellbeing. This will be determined in the ES when more information is available.	Landscape mitigation for social cohesion and community identity, and to be determined in the ES when more in is available regarding air quality.	To be determined in the ES when full results from the relevant environmental studies are available.
High Lodge Leisure	No significant effects expected on any health	Potential for significant	As set out in Table 2.14.36, if the construction periods overlap,	To be determined in the ES when full	To be determined in

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with other development	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
	receptors as a result of the Suffolk Onshore Scheme.	cumulative health and wellbeing effects on human receptors likely to be at risk of possible direct and indirect air quality impacts, although shared receptors from construction vehicle emissions are unknown at this stage, as detailed in Table 2.14.36. Potential for significant cumulative health and wellbeing effects on human health receptors relating to community severance, based on the traffic and transport	cumulative construction vehicle emissions could occur due to shared construction routes such as the A12, which could impact air quality as a determinant of health and wellbeing. This will be determined in the ES when more information is available. As set out in Table 2.14.35, it is considered that there will be a negligible category of change on all shared road link and road junction receptors as a result of operational traffic associated with the High Lodge Leisure development.	information on environmental mitigation measures is available.	the ES when full results from the relevant environmental studies are available.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with other development	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
		assessment in Table 2.14.35.			
Croft Farm land and buildings	No significant effects expected on any health receptors as a result of the Suffolk Onshore Scheme.	Potential for significant cumulative health and wellbeing effects on human health receptors relating to community severance, based on the traffic and transport assessment in Table 2.14.35, but there is currently insufficient information available and shared receptor locations are not yet determined.	Insufficient information to determine any cumulative effects at this stage.	To be determined in the ES when full information on environmental mitigation measures is available.	To be determined in the ES when full results from the relevant environmental studies are available.
Park Farm Solar Farm	No significant effects expected on health receptors as a result of	Potential for significant cumulative health and wellbeing effects on human	Insufficient information to determine any cumulative effects at this stage.	To be determined in the ES when full information on environmental	To be determined in the ES when full results from the

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with other development	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
	the Suffolk Onshore Scheme.	health receptors relating to community severance, based on the traffic and transport assessment in Table 2.14.35, but there is currently insufficient information available and shared receptor locations are not yet determined.		mitigation measures is available.	relevant environmental studies are available.
Brightwell Lakes	No significant effects expected on any health receptors as a result of the Suffolk Onshore Scheme.	Potential for significant cumulative health and wellbeing effects on human receptors likely to be at risk of possible direct and indirect air quality impacts, although shared receptors from	As set out in Table 2.14.36, if the construction periods overlap, cumulative construction vehicle emissions could occur due to shared construction routes such as the A12, which could impact air quality as a determinant of health and wellbeing. This will be determined in the ES when more information is available.	To be determined in the ES when full information on environmental mitigation measures is available.	To be determined in the ES when full results from the relevant environmental studies are available.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with other development	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
		construction vehicle emissions are unknown at this stage, as detailed in Table 2.14.36. Potential for significant cumulative health and wellbeing effects on human health receptors relating to community severance, based on the traffic and transport assessment in Table 2.14.35.	As set out in Table 2.14.35, it is considered that there will be a negligible category of change on all shared road link and road junction receptors as a result of operational traffic associated with the High Lodge Leisure development.		
Residential Development, Darsham Station	No significant effects expected on any health receptors as a result of the Suffolk Onshore Scheme.	Unlikely to be significant effects on health receptors.	There are unlikely to be significant cumulative effects on health and wellbeing based on the currently available information..	No mitigation necessary	Not Significant

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with other development	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
Proposed Reservoir, Grange Farm	No significant effects expected on any health receptors as a result of the Suffolk Onshore Scheme.	Potential for significant cumulative health and wellbeing effects on human health receptors relating to community severance, based on the traffic and transport assessment in Table 2.14.35, but there is currently insufficient information available and shared receptor locations are not yet determined.	Insufficient information to determine any cumulative effects at this stage.	To be determined in the ES when full information on environmental mitigation measures is available.	To be determined in the ES when full results from the relevant environmental studies are available.
Saxmundham to Peasenhall Water Mains Installation	No significant effects expected on any health receptors as a result of the Suffolk Onshore Scheme.	Unlikely to be significant effects on health receptors.	There are unlikely to be significant cumulative effects on health and wellbeing based on the currently available information.	No mitigation necessary	Not Significant

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with other development	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
UKZ139 BC Wissett Solar Farm	No significant effects expected on any health receptors as a result of the Suffolk Onshore Scheme.	Potential for significant cumulative health and wellbeing effects on human receptors likely to be at risk of possible direct and indirect air quality impacts, although shared receptors from construction vehicle emissions are unknown at this stage, as detailed in Table 2.14.36. Potential for significant cumulative health and wellbeing effects on human health receptors relating to community severance, based on the traffic and transport	As set out in Table 2.14.36, if the construction periods overlap, cumulative construction vehicle emissions could occur due to shared construction routes such as the A12, which could impact air quality as a determinant of health and wellbeing. This will be determined in the ES when more information is available. Insufficient information to determine any cumulative effects at this stage.	To be determined in the ES when full information on environmental mitigation measures is available.	To be determined in the ES when full results from the relevant environmental studies are available.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with other development	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
		assessment in Table 2.14.35.			
LionLink Offshore Interconnector	No significant effects expected on any health receptors as a result of the Suffolk Onshore Scheme.	Potential for significant cumulative health and wellbeing effects on human receptors likely to be at risk of possible direct and indirect air quality impacts, although shared receptors from construction vehicle emissions are unknown at this stage, as detailed in Table 2.14.36. Potential for significant cumulative health and wellbeing effects on human health receptors relating to community severance,	As set out in Table 2.14.36, if the construction periods overlap, cumulative construction vehicle emissions could occur due to shared construction routes such as the A12, which could impact air quality as a determinant of health and wellbeing. This will be determined in the ES when more information is available. For traffic and transport, there is currently insufficient information to determine any cumulative effects at this stage. As set out in Table 2.14.30 there is the potential for significant cumulative effects on visual amenity and landscape character, which could potentially impact the health and wellbeing determinant of social cohesion and community identity.	Landscape mitigation for social cohesion and community identity, and to be determined in the ES when more information is available regarding air quality and traffic and transport.	To be determined in the ES when full results from the relevant environmental studies are available.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with other development	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
		based on the traffic and transport assessment in Table 2.14.35. Potential for significant cumulative health and wellbeing effects related to social cohesion and community identity, due to the potential for significant cumulative effects on landscape and visual, as detailed in Table 2.14.30.			
Town Farm Solar Farm	No significant effects expected on any health receptors as a result of the Suffolk Onshore Scheme.	Unlikely to be significant effects on health receptors.	There are unlikely to be significant cumulative effects on health and wellbeing based on the currently available information.	No mitigation necessary	Not Significant

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with other development	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
Saxmundham South Green Neighbourhood	No significant effects expected on any health receptors as a result of the Suffolk Onshore Scheme.	Potential for significant cumulative health and wellbeing effects on human receptors likely to be at risk of possible direct and indirect air quality impacts, although shared receptors from construction vehicle emissions are unknown at this stage, as detailed in Table 2.14.36. Potential for significant cumulative health and wellbeing effects on human health receptors relating to community severance, based on the traffic and transport	As set out in Table 2.14.36, if the construction periods overlap, cumulative construction vehicle emissions could occur due to shared construction routes such as the A12, which could impact air quality as a determinant of health and wellbeing. This will be determined in the ES when more information is available. For traffic and transport, there is currently insufficient information to determine any cumulative effects at this stage. As set out in Table 2.14.30 there is the potential for significant cumulative effects on visual amenity and landscape character, which could potentially impact the health and wellbeing determinant of social cohesion and community identity.	Landscape mitigation for social cohesion and community identity, and to be determined in the ES when more information is available regarding air quality and traffic and transport.	To be determined in the ES when full results from the relevant environmental studies are available.

Project	Effects on shared receptors from the Proposed Project	Effects on shared receptors from the 'other developments'	Assessment of Cumulative effect with other development	Proposed Mitigation applicable to the Proposed Project including any apportionment	Preliminary Residual Cumulative Effect?
		assessment in Table 2.14.35. Potential for significant cumulative health and wellbeing effects related to social cohesion and community identity, due to the potential for significant cumulative effects on landscape and visual, as detailed in Table 2.14.30.			

2.14.3 Preliminary assessment of total cumulative effects

2.14.3.1 The Stage 4 assessment above provides a preliminary cumulative assessment for each topic with each of the other individual developments taken through to Stage 3 and 4 as per Advice Note Seventeen (Ref. 2.14.2). Due to the large number of other developments assessed, a further preliminary assessment has been undertaken which considers an overall cumulative effect of the Proposed Project with all other developments together on shared receptors. This overall assessment is provided in the tables below. Where topics have not carried through any developments to stage 3 and stage 4 (i.e. geology and hydrogeology), no table is provided.

Landscape and Visual

Table 2.14.40: Preliminary assessment of total cumulative effects for Landscape and Visual

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
Coasts and Heaths AONB	The Sizewell C - main development site	The cumulative effect on the Coast and Heaths AONB is unlikely to be any greater than the effects in isolation of the Suffolk Onshore Scheme	Subject to construction phases potential for significant cumulative effects for a temporary period of time.
	EA One North and EA Two	The cumulative effect on the Coast and Heaths AONB of the construction phase of both developments and the Suffolk Onshore Scheme has the potential to extend and intensify the temporary effects on the AONB. Subject to construction phasing of all developments this has the potential for significant cumulative effects which would be	

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
		temporary and for a short duration.	
	Nautilus Offshore Interconnector	The cumulative effect on the Coast and Heaths AONB of the construction phase of the Nautilus development and the Suffolk Onshore Scheme has limited potential to extend and intensify the temporary effects on the AONB. The construction associated with the installation of cables in the already installed ducts and landfall would result in very limited, localised, short term construction activity which is unlikely to result in cumulative effects on the AONB.	
	LionLink Offshore Interconnector	As above.	
LCA L1	Sizewell Link Road-Bridge across rail tracks	Unlikely for a significant cumulative effect on LCA L1, as no combined theoretical visibility and different types and scale of development. The cumulative effect on LCA L1 is unlikely to be any greater than the effects in	**Potential Significant** cumulative effects at construction

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
		isolation of the Suffolk Onshore Scheme.	
	East Anglia ONE & TWO Offshore Windfarms	Similar type and scale of development, therefore the combination of both developments at construction has the potential to extend and intensify the original effects on landscape character in this part of the landscape and the Suffolk Onshore Scheme would remove some of the landscape mitigation proposed as part of the East Anglia ONE & TWO Offshore Windfarms development, resulting in the potential for significant cumulative effects. At operation, there is sufficient geographic separation and distance between the onshore permanent elements of the developments that there is unlikely for significant cumulative effects on landscape character.	

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
	Nautilus Offshore Interconnector	Similar type and scale of construction activity associated with the additional converter station and connection at Friston, therefore the combination of both developments at construction has the potential to extend and intensify the original effects on landscape character in this part of the landscape, resulting in the potential for significant cumulative effects.	
	LionLink Offshore Interconnector	As above	
	Town Farm Solar Farm	Due to the difference in scale and type of development, geographic separation and intervening landform, vegetation and built form which would result in minimal visual intervisibility, it is unlikely that for landscape character the cumulative effect would be greater than the effects in isolation of the Suffolk Onshore Scheme.	

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
	Saxmundham South Green Neighbourhood	Different type and scale of development, however due to proximity there is the potential for significant cumulative effects at construction on landscape character. Significant cumulative effects at operation are unlikely as the Saxmundham South Green Neighbourhood development would be similar to and reinforce aspects of the local landscape character in terms of the context of residential development such that cumulative effects on LCA L1 would not be any greater than the effects in isolation of the Suffolk Onshore Scheme.	
LCA B4	Town Farm Solar Farm	Due to the difference in scale and type of development, geographic separation and intervening landform, vegetation and built form which would result in minimal visual	Not significant

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
		intervisibility, it is unlikely that for landscape character the cumulative effect would be greater than the effects in isolation of the Suffolk Onshore Scheme.	
	Saxmundham South Green Neighbourhood	As above	
SCT 03	The Sizewell C - main development site	The cumulative effect on SCT 03 is unlikely to be any greater than the effects in isolation of the Suffolk Onshore Scheme	Not Significant
Representative Viewpoints	The Sizewell C - main development site	Whilst the Sizewell C - main development site would be visible in views from some of the representative viewpoints, it is unlikely that these would represent a significant cumulative effect due to the geographic separation and distance.	**Potentially Significant** cumulative effects from some representative viewpoints
	A12 Bypass	Whilst there are likely to be some places within the local landscape that experience views towards both the A12 Bypass development and Suffolk Onshore	

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
		Scheme, there is sufficient existing layering of vegetation in the local landscape, existing built form and the context of the existing A12, such that the cumulative effect on visual receptors is unlikely to be any greater than the effects in isolation of the Suffolk Onshore Scheme.	
	Sizewell Link Road-Bridge across rail tracks	No significant cumulative effects on visual amenity due to lack of shared receptors.	
	East Anglia ONE & TWO Offshore Windfarms	Potential for short term and temporary significant cumulative effects on visual amenity during construction subject to phasing. At operation, there is sufficient geographic separation and distance between the onshore permanent elements of the developments that there is unlikely for significant cumulative effects on visual amenity.	
	Nautilus Offshore Interconnector	Potential for significant cumulative effects	

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
		from representative viewpoints during construction.	
	LionLink Offshore Interconnector	As above.	
	Town Farm Solar Farm	There would be minimal intervisibility at construction and operation, due to the screening effects created by the layered vegetation network in the local landscape and intervening built form thereby unlikely for significant cumulative effects on visual amenity to result.	
	Saxmundham South Green Neighbourhood	As above.	

2.14.3.2 The preliminary assessment of total cumulative effects for landscape character and visual amenity has identified that there is the potential for significant cumulative effects for a short term and temporary period on the Coast and Heaths AONB subject to phasing of East Anglia ONE & TWO Offshore Windfarms. These total cumulative effects are unlikely to remain once all projects are operational.

2.14.3.3 Total cumulative effects on LCA have the potential to be significant for only LCA L1, as a result of the construction of additional converter stations and the connection at Friston associated with Nautilus and LionLink Offshore Interconnector proposals.

2.14.3.4 Similarly total cumulative effects on representative viewpoints have the potential to be significant as a result of the combined effects of East Anglia ONE & TWO Offshore Windfarms, Nautilus and LionLink Offshore Interconnector developments during construction (temporary and short term) cumulative effects.

Table 2.14.41: Preliminary assessment of total cumulative effects for Ecology and Biodiversity

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
Minsmere-Walberswick SPA	Sizewell C - main development site	All of these developments (including the Suffolk Onshore Scheme) lie within 10km of the SPA. They could all therefore potentially affect functionally-linked habitat used by white-fronted goose for which the SPA is partly designated.	Not possible to conclude until non-breeding bird surveys complete
	East Anglia ONE & TWO Offshore Windfarms		
	Nautilus Offshore Interconnector		
	Saxmundham to Peasenhall Water Mains Installation		
	Sizewell B Relocated Facilities		
	Town Farm Solar Farm		
	UKZ139 BC Wissett Solar Farm		
	LionLink Offshore Interconnector		
	Saxmundham South Green Neighbourhood		
Alde-Ore Estuary SPA	East Anglia ONE & TWO Offshore Windfarms	All of these developments (including the Suffolk Onshore Scheme) lie within 2km of the SPA. They could all therefore potentially affect functionally-linked habitat used by non-breeding birds for which the	Not possible to conclude until non-breeding bird surveys complete
	Nautilus Offshore Interconnector		
	Saxmundham to Peasenhall Water Mains Installation		
	LionLink Offshore Interconnector		

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
	Saxmundham South Green Neighbourhood	SPA is partly designated.	
Sandlings SPA	East Anglia ONE & TWO Offshore Windfarms	All of these projects lie sufficiently close to the Suffolk Onshore Scheme, and will occur over a sufficiently similar timetable, that cumulative disturbance impacts could arise on nightjar and woodlark nesting within Sandlings SPA. Surveys are ongoing.	Not possible to conclude until breeding bird surveys are complete
	Nautilus Offshore Interconnector		
	Saxmundham to Peasenhall Water Mains Installation		
	LionLink Offshore Interconnector		
	Saxmundham South Green Neighbourhood		
Other local wildlife	East Anglia ONE & TWO Offshore Windfarms	All of these projects lie sufficiently close to the Suffolk Onshore Scheme, and will occur over a sufficiently similar timetable, that cumulative disturbance or habitat loss impacts could arise on wildlife local to the Scheme, such as bats, breeding birds and dormice. Surveys are ongoing.	Not possible to conclude until ecology surveys complete
	Nautilus Offshore Interconnector		
	Saxmundham to Peasenhall Water Mains Installation		
	LionLink Offshore Interconnector		
	Saxmundham South Green Neighbourhood		

2.14.3.5 Potential for cumulative effects exists where multiple large schemes lie within 10 km of Minsmere-Walberswick SPA or 2 km of Alde-Ore Estuary SPA, through potential for cumulative loss of functionally linked habitat associated with one or other SPAs. For those located very close to the Suffolk Onshore Scheme there is also potential for cumulative disturbance of nesting nightjar and woodlark at Sandlings SPA and cumulative disturbance or habitat loss relating to other locally important receptors such as breeding birds, bats and dormice.

Historic Environment

Table 2.14.42: Preliminary assessment of total cumulative effects for Historic Environment

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects.
Physical impacts on cultural heritage	EA One North	Potential loss of heritage assets during construction, although mitigation possible through standard measures (such as excavation, recording, and publication).	Not significant
	EA Two	As above	
	LionLink	As above	
	Nautilus	As above	
Impacts on the setting of designated assets	EA One North	Potential impacts on the setting of designated heritage assets resulting from the above ground infrastructure (i.e. Saxmundham Converter Station and Friston Substation).	Not significant
	EA Two	As above	
	LionLink	Potential impacts on the setting of designated heritage assets resulting from the above ground	

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects.
		infrastructure (i.e. Saxmundham Converter Station and Friston Substation) has been considered as part of the colocation option. Therefore, no cumulative effects are predicted	
	Nautilus	As above	

2.14.3.6 The preliminary assessment of total cumulative effects for cultural heritage has identified that there is the potential for four other projects to result in a cumulative impact on heritage receptors. These impacts include physical impacts, as well as impacts on the setting of heritage assets. However, the overall assessment of cumulative effects is currently assessed as 'not significant'.

2.14.3.7 This preliminary assessment will be revisited and confirmed when further information is available during completion of the ES.

Water Environment

Table 2.14.43: Preliminary assessment of total cumulative effects for Water Environment

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
River Fromus, Hundred River, and ordinary watercourses/land drains.	EA One North	No significant cumulative effects.	Potential for cumulative effects on flow regime/hydromorphology and water quality of watercourses and potential for changes to
	EA Two	No significant cumulative effects	

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
Coastal and fluvial floodplains, existing land uses and infrastructure	Nautilus Offshore Interconnector	No significant cumulative effects	The land drainage regime during concurrent construction periods of the projects. Each project would be expected to adopt embedded and control/management measures to reduce effects, therefore Significant overall cumulative effects are not considered likely at this stage of assessment.
	LionLink	No significant cumulative effects	
	Saxmundham to Peasenhall Water Mains Installation	No significant cumulative effects	
	Saxmundham South Green Neighbourhood	No significant cumulative effects	

2.14.3.8 Whilst each of the projects individually have the potential to have impacts on the watercourses and the land drainage regime within the study area, these impacts would expect to be reduced in magnitude by the adoption of embedded and control/management measures, such that individually, and cumulatively, effects are not significant. This preliminary assessment will be revisited and confirmed when further information is available during completion of the ES.

Agriculture and Soils

Table 2.14.44: Preliminary assessment of total cumulative effects for Agriculture and Soils

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
Agricultural land (incl. Best and Most	Sizewell C	Potential loss of agricultural land or change in land use.	**Potential for cumulative effects** on agricultural land, with possible loss of
	EA One North	As above	

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
Versatile (BMV))	EA Two	As above	BMV land. Each project would be expected to utilise good soil handling practices during construction to reduce the effect. Further assessment will be determined in the ES when more data is available.
	LionLink	As above	
	Saxmundham South Green Neighbourhood	As above	
	Sizewell C Link Road	As above	
Soil quality and function (incl. Productivity)	Sizewell C	Potential for changes to one or more soil function.	**Potential for cumulative effects** to soil function. Each project would be expected to utilise good soil handling practices during construction to reduce the effect. Further assessment will be determined in the ES when more data is available.
	EA One North	As above	
	EA Two	As above	
	LionLink	As above	
	Saxmundham South Green Neighbourhood	As above	
	Sizewell C Link Road	As above	

2.14.3.9 Whilst each of the projects individually have the potential to have impacts on agricultural land (incl. BMV) and the quality and function of soil within the study area, these impacts would be expected to be reduced through the utilisation of good practice soil handling This preliminary assessment will be revisited and confirmed when further information is available during completion of the ES assessment.

Table 2.14.45: Preliminary assessment of total cumulative effects for Traffic and Transport

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
A12 Receptors: S-RL1, S-RL2, S-RL3, S-RL4 S-RJ1, S-RJ2, S-RJ3, S-RJ4, S-RJ5	Sizewell C - main development site	The Sizewell C - main development site will generate a maximum of 1543 two-way vehicle trips (including 127 HGVs) on the A12 in a 12-hour period which equates to a worst-case increase of 14.3% from the future baseline (2029) traffic flows. The magnitude of change increases by no more than one category across all receptors and time periods (compared to the Proposed Project in isolation), which is therefore a small increase (shift in category of no more than 30%) and not considered to be significant.	When combined with construction traffic associated with the Suffolk Onshore Scheme and operational traffic associated with the High Lodge Leisure, Brightwell Lakes and Darsham Station schemes, the magnitude of change increases by no more than one category across all receptors and time periods, which is therefore a small increase (shift in category of no more than 30%) and not considered to be significant. No significant cumulative effects on traffic and transport.
	High Lodge Leisure	The High Lodge Leisure development will generate a maximum of 355 two-way vehicle trips (no HGVs) on the A12 in a 12-	

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
		hour period which equates to a worst-case increase of 3.3% from the future baseline (2029) traffic flows. This level of increase results in the same magnitude of change (as the Proposed Project in isolation) and is not considered to be significant.	
	Brightwell Lakes	The Brightwell Lakes residential development will generate a maximum of 498 two-way vehicle trips (no HGVs) on the A12 in a 12-hour period which equates to a worst-case increase of 4.6% from the future baseline (2029) traffic flows. This level of increase results in the same magnitude of change (as the Proposed Project in isolation) and is not considered to be significant.	
	Residential Development, Darsham Station	The Darsham Station residential	

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
		development will generate a maximum of 281 two-way vehicle trips (no HGVs) on the A12 in a 12-hour period which equates to a worst-case increase of 2.4% from the future baseline (2029) traffic flows. This level of increase results in the same magnitude of change (as the Proposed Project in isolation) and is not considered to be significant. .	
B1121 Receptors: S-RL5, S-RL6, S-RJ6, S-RJ7	Sizewell C - main development site	The Sizewell C - main development site will generate a maximum of 209 two-way vehicle trips (including 17 HGVs) on the B1121 in a 12-hour period which equates to a worst-case increase of 17.3% (S-RJ7) from the future baseline (2029) traffic flows. The magnitude of change increases by no more than one category across all receptors and time periods	When combined with construction traffic associated with the Suffolk Onshore Scheme, the magnitude of change increases by no more than one category across all receptors and time periods, which is therefore a small increase (shift in category of no more than 30%) and not considered to be significant. No significant cumulative effects

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
		(compared to the Proposed Project in isolation), which is therefore a small increase (shift in category of no more than 30%) and is not considered to be significant.	on traffic and transport.
A1094 Receptors: S-RL10, S-RL11, S-RJ9, S-RJ10	Sizewell C - main development site	The Sizewell C - main development site will generate a maximum of 167 two-way vehicle trips (including 14 HGVs) on the A1094 in a 12-hour period which equates to a worst-case increase of 23.1% (S-RJ10) from the future baseline (2029) traffic flows. The magnitude of change increases by no more than one category across all receptors and time periods (compared to the Proposed Project in isolation), which is therefore a small increase (shift in category of no more than 30%) and is not considered to be significant.	When combined with construction traffic associated with the Suffolk Onshore Scheme, the magnitude of change increases by no more than one category across all receptors and time periods, which is therefore a small increase (shift in category of no more than 30%) and not considered to be significant. No significant cumulative effects on traffic and transport.

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
B1122 Receptors: S-RL13, S-RJ11	Sizewell C - main development site	The Sizewell C - main development site will generate a maximum of 667 two-way vehicle trips (including 55 HGVs) on the B1122 in a 12-hour period which equates to a worst-case increase of 12.6% from the future baseline (2029) traffic flows. The magnitude of change increases by no more than one category across all receptors and time periods (compared to the Proposed Project in isolation), which is therefore a small increase (shift in category of no more than 30%).	When combined with construction traffic associated with the Suffolk Onshore Scheme, **potential for significant effects** on Severance, Pedestrian Delay, Non-Motorised User Amenity and Driver Delay have been identified, in addition to those significant effects already identified for the Suffolk Onshore Scheme in isolation. **Significant** cumulative effects on Severance, Pedestrian Delay, Non-Motorised User Amenity and Driver Delay (circa. 80% attributed to Sizewell C - main development site and 20% attributed to the Suffolk Onshore Scheme).
B1121 Receptors: S-RL8	Sizewell C - main development site	The Sizewell C - main development site will generate a maximum of 751 two-way vehicle trips (including 62 HGVs) on the B1121 in a 12-hour period which equates to a 17.3%	When combined with construction traffic associated with the Suffolk Onshore Scheme, **potential for significant effects** on Non-Motorised User Amenity and Driver Delay have

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
		increase from the future baseline (2029) traffic flows. The magnitude of change increases by no more than one category across all receptors and time periods (compared to the Proposed Project in isolation), which is therefore a small increase (shift in category of no more than 30%). ,	been identified, in addition to those significant effects already identified for the Suffolk Onshore Scheme in isolation. **Significant** cumulative effects on Non-Motorised User Amenity and Driver Delay (circa. 75% attributed to Sizewell C - main development site and 25% attributed to the Suffolk Onshore Scheme).
B1069 Receptors: S-RL12	Sizewell C - main development site	The Sizewell C - main development site will generate a maximum of 959 two-way vehicle trips (including 79 HGVs) on the B1069 in a 12-hour period which equates to a 23.1% increase from the future baseline (2029) traffic flows. The magnitude of change increases by no more than one category across all receptors and time periods (compared to the Proposed Project in isolation), which is therefore a small increase (shift in	When combined with construction traffic associated with the Suffolk Onshore Scheme and operational traffic associated with the, the magnitude of change increases by no more than one category across all time periods, which is therefore a small increase (shift in category of no more than 30%) and is not considered to be significant.

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
		category of no more than 30%) and is not considered to be significant.	No significant cumulative effects on traffic and transport.

2.14.3.10 In summary, no significant cumulative effects on traffic and transport are expected as a result of traffic flows associated with the Suffolk Onshore Scheme combined with traffic flows associated with High Lodge Leisure, Brightwell Lakes and Darsham Station Residential Development. Whilst the Sizewell C - main development site will not generate any significant effects when combined with the Suffolk Onshore Scheme and other developments on the A12, B1121, A1094 and B1069, it will however generate significant cumulative effects on the B1121 (S-RL8) and B1122 (S-RL13 and S-RJ11) in addition to those identified for the Suffolk Onshore Scheme in isolation.

2.14.3.11 The additional peak daily trips for these receptors (S-RL8, S-RL13 and S-RJ11) comprise circa. 75-80% trips as a result of Sizewell C and circa. 20-25% trips as a result of the Proposed Project. Therefore, this could be used as a starting point for apportioning any additional mitigation if this is needed. The requirement for any additional mitigation (and apportionment) will be reviewed further as part of the ES when updated baseline traffic flows are obtained to increase the confidence of the findings within **Volume 1, Part 2, Chapter 8, Traffic and Transport**.

Air Quality

Table 2.14.46: Preliminary assessment of total cumulative effects for Air Quality

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
Construction Dust, NRMM and Back-up	Nautilus Offshore Interconnector	Due to overlapping Project Order Limits, cumulative	Due to overlapping Project Order Limits, cumulative
	LionLink		

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
Generator Emissions Grove Wood (AW), Leiston Aldeburgh (SSSI), Crag Pit (SSSI), Sandlings SPA	Saxmundham South Green Neighbourhood	construction dust impacts at shared receptors are likely. Providing projects implement best practice mitigation measures, cumulative effects are unlikely to be significant.	construction dust impacts at shared receptors are likely. Providing projects implement best practice mitigation measures, cumulative effects are unlikely to be significant.
Residential properties within 350m of Order Limits		There is potential for cumulative impacts from NRMM emissions at the shared receptors.	There is **potential for cumulative impacts** from NRMM emissions at the shared receptors.
		There is potential for cumulative impacts from generator emissions at the shared receptors.	There is **potential for cumulative impacts** from generator emissions at the shared receptors.
Construction Vehicle Emissions Unknown. Will be determined in the ES when more data is available.	The Sizewell C - main development site	Unknown. Will be determined in the ES when more data is available.	Unknown. Will be determined in the ES when more data is available.
	Nautilus Offshore Interconnector		
	High Lodge Leisure		
	Saxmundham to Peasenhall Water Mains Installation		
	UKZ139 BC Wissett Solar Farm		
	LionLink Offshore Interconnector		
	Norwich to Tilbury		

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
	Saxmundham South Green Neighbourhood		
	Brightwell Lakes		
	Residential Development, Darsham Station		
	Park Farm Solar Farm		

2.14.3.12 There are a number of projects which overlap with the air quality ZOI and therefore there is potential for cumulative impacts from construction dust at shared receptors. However, providing recommended mitigation is implemented this is unlikely to be significant. There is also the potential of cumulative impacts at shared receptors from NRMM and generator emissions, the significance of this will be determined in the ES.

2.14.3.13 Receptors have not been identified for the construction vehicle emissions at this stage, however there is potential for cumulative impacts on shared receptors with a number of projects, especially along shared construction routes such as the A12. The significance of the cumulative impacts will be assessed in the ES when more data is available.

Noise and Vibration

Table 2.14.47: Preliminary assessment of total cumulative effects for Noise and Vibration

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
NSR located within the study of both the Proposed Project and	East Anglia ONE & TWO Offshore Windfarms (Construction noise and vibration)	No significant cumulative effects.	No significant cumulative effects. No significant cumulative effects.

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
other developments.	East Anglia ONE & TWO Offshore Windfarms (Operational noise)	No significant cumulative effects.	
	Nautilus Offshore Interconnector (Construction noise and vibration)	No significant cumulative effects.	
	LionLink Offshore Interconnector (Construction noise and vibration)	No significant cumulative effects.	

2.14.3.14 The preliminary assessment of total cumulative effects for noise and vibration has not identified any significant cumulative effects.

Socio-Economics, Recreation and Tourism

Table 2.14.48: Preliminary assessment of total cumulative effects for Socio-Economics, Recreation and Tourism

Shared Receptor	Relevant other developments	Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments	Overall assessment of preliminary cumulative effects with all projects
Socio-economic, recreation and tourism receptors within the study areas of both the Proposed Project and	The Sizewell C – main development site	To be determined in the ES when full results from the relevant environmental studies are available.	To be determined in the ES when full results from the relevant environmental studies are available.
	A12 Bypass		
	Yoxford Roundabout		
	East Anglia ONE and TWO Offshore		
	Nautilus Offshore Interconnector		

other developments.	LionLink Offshore Interconnector		
	Saxmundham South Green Neighbourhood		

2.14.3.15 The preliminary assessment of total cumulative effects for socio-economics, recreation and tourism has identified that there is the potential for eight other projects to result in a cumulative impact upon socio-economic, recreation and tourism receptors.

2.14.3.16 This preliminary assessment will be revisited and confirmed when further information is available during completion of the ES.

Health and Wellbeing

Table 2.14.49: Preliminary assessment of total cumulative effects for Health and Wellbeing

Shared Receptor	**Relevant other developments**	**Summary of the assessment of Cumulative effects of Proposed Project with each of the other developments**	**Overall assessment of preliminary cumulative effects with all projects**
Human health and wellbeing receptors within the study areas of both the Proposed Project and other developments.	The Sizewell C - main development site	To be determined in the ES when full results from the relevant environmental studies are available.	To be determined in the ES when full results from the relevant environmental studies are available.
	A12 Bypass		
	Yoxford Roundabout		
	Sizewell Link Road-Bridge across rail tracks		
	Sizewell Link Road-Pretty Road Junction		
	Sizewell Link Road-Moat Road Junction		

	East Anglia ONE & TWO Offshore Windfarms
	Nautilus Offshore Interconnector
	High Lodge Leisure
	Croft Farm land and buildings
	Park Farm Solar Farm
	Brightwell Lakes
	Residential Development, Darsham Station
	Proposed Reservoir, Grange Farm
	Saxmundham to Peasenhall Water Mains Installation
	UKZ139 BC Wissett Solar Farm
	LionLink Offshore Interconnector
	The Sizewell B Relocated Facilities
	Town Farm Solar Farm
	Saxmundham South Green Neighbourhood

2.14.3.17 The preliminary assessment of total cumulative effects for health and wellbeing has identified that there is the potential for 18 other projects to result in a cumulative impact upon health and wellbeing receptors.

This preliminary assessment will be revisited and confirmed when further information is available during completion of the ES.

2.14.4 References

Ref 2.14.1 National Grid (2022) Sea Link Scoping Report [online] available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN020026/EN020026-000042-EN020026%20-%20Scoping%20Report%20-%20Volume%201%20-%20Part%201%20Introduction.pdf

Ref 2.14.2 Planning Inspectorate (2020). Advice Note Seventeen: Cumulative effects assessment relevant to nationally significant infrastructure projects [online] Available at: https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-17/

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