The Great Grid Upgrade

Sea Link

Preliminary Environmental Information Report

Volume: 2

Part 2 Suffolk Onshore Scheme

Appendix 2.8.A SCC Highways Scoping Meeting

Version A

October 2023

nationalgrid

This page is intentionally blank.

Contents

Sea Link
Document control

Document Properties	
Organisation	AECOM
Author	AECOM
Approved by	AECOM
Title	Preliminary Environmental Information Report Appendix 2.8.A SCC Highways Scoping Meeting
Data Classification	Public

Version History

Date	Version	Status	Description/Changes
24/10/2023	A	FINAL	First issue

2.8.A.1 Transport Scoping Meeting

Sea Link

Suffolk Transport Scoping Meeting

9th June 2023

Delivering a better world

aecom.com

Agenda

01 EIA Meeting Purpose
02 Project Update
03 Proposed Development Parameters
04 Proposed Study Area and Scope of Assessment
05 Scoping Opinion Feedback
06 Deliverables
07 Preliminary Environmental Information Report (PEIR)
08 Transport Assessment
09 Outline Construction Traffic Management Plan
10 Outline Public Rights of Way Management Plan
11 Programme
12 AOB/Questions

EIA Meeting Purpose

EIA Meeting Purpose

- To provide a project update since the EIA Scoping Report was issued and non-statutory consultation closed
- To agree the scope of the Preliminary Environmental Information Report (PEIR) Traffic & Transport chapter for the Suffolk Onshore Scheme and the approach for the supporting deliverables

Project Update Since Scoping

Project Update

General

- EIA Scoping Report was submitted in October 2022
- Scoping Opinion/ non-statutory consultation feedback has been reviewed

- Proposals for the Suffolk Onshore Scheme are being developed
- PEIR is being progressed based on the latest ‘emerging’ proposals
- Further stakeholder engagement is now taking place

- PEIR to be developed over the next few months, following further consultation

Proposed Development Parameters

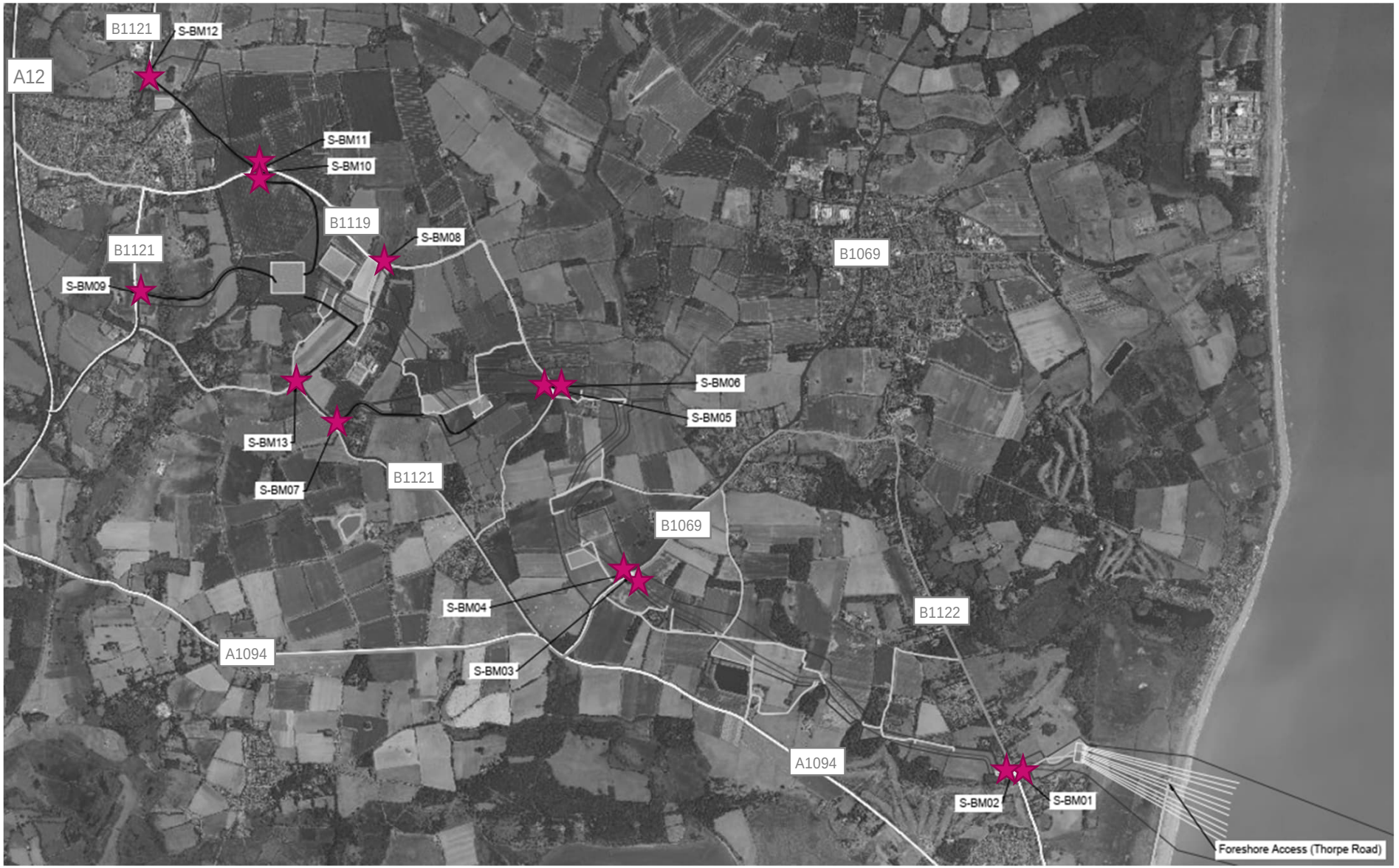
Proposed Development – Key ‘Emerging’ Parameters

- Construction programme: 2026 to 2031 (5 years)
- Construction staff: Circa. 450 workers at peak (2029), circa. 190 on average
- Construction staff vehicles: 2.0 occupancy factor (site)
- Office-based/ supervision/ management staff: Single occupancy vehicles
- LGVs: 140 daily LGVs at peak (2029), circa. 55-60 on average (throughout)
- HGVs: 200 daily HGVs at peak (2028), circa. 65-70 on average (throughout)
- Abnormal Indivisible Loads (AILs) to transfer cable drums and transformer units are excluded from the above. The number of AILs are expected to be low and movements will be managed under controlled conditions
- Construction peak: 2029 (staff, LGVs and HGVs combined)
- Assessment scenario – peak construction phase (2029)

Proposed Development – Key ‘Emerging’ Parameters

- Working hours
  - Monday-Friday: 07:00-19:00
  - Saturday: 07:00-13:00
  - Sunday/ Bank Holidays: No Work
  - Other than exceptions e.g. HDD drilling
- Travel patterns:
  - Construction staff, majority to arrive 06:00-07:00 and depart 19:00-20:00
  - HGVs to travel between 08:00-18:00 (flat profile across 10 hours)
  - LGVs to travel between 07:00-19:00 (flat profile across 12 hours)
  - Development peak hours expected to be based on construction staff
- Accesses: 13 x proposed accesses

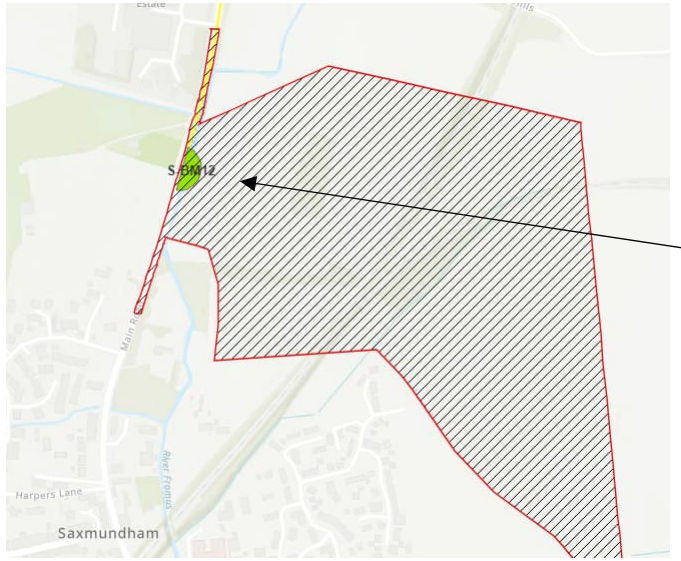
Proposed Access Points



Proposed Main Points of Access

S-BM12

- B1121 (Northwest)
- Access to Area 7 (one option, S-BM09 could alternatively be used)
- Preparation works, haul road and compound installation, bridge and converter station installation, demobilisation and reinstatement
- To be used between 2027 and 2031



S-BM12
177 daily vehicles at peak

24-31% of Project's vehicle activity

S-BM08

- B1119
- Access to Area 4
- Utility crossings, preparation works, haul road and compound installation, cable installation works, trench works, drainage, demobilisation and reinstatement
- To be used between 2027 and 2031

S-BM08
70 daily vehicles at peak

16-22% of Project's vehicle activity

Proposed Main Points of Access

S-BM04 - B1069 (Western Side)

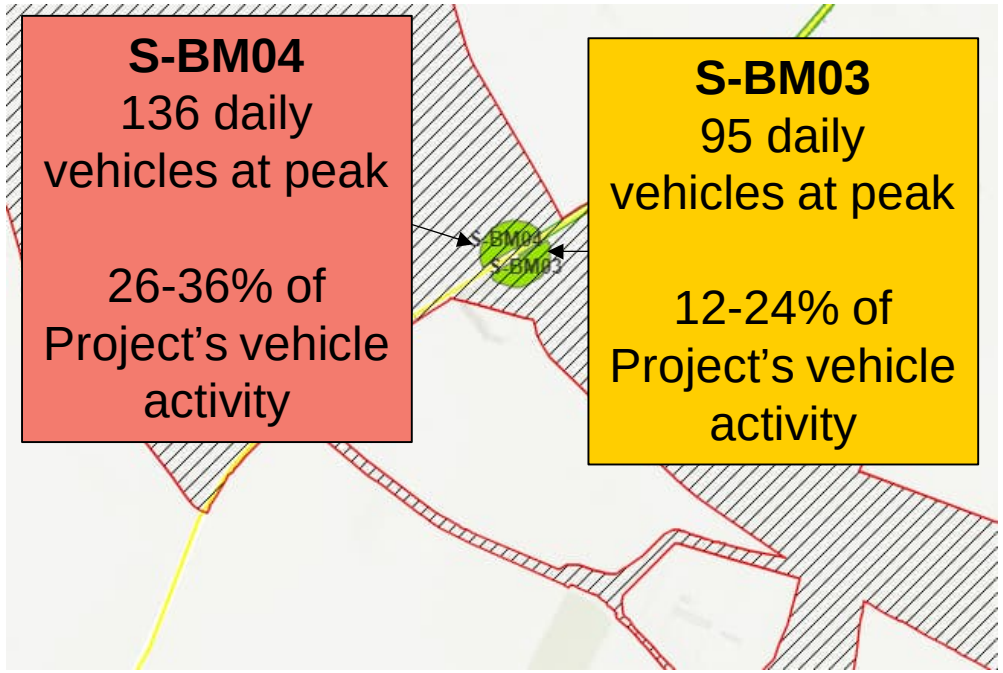
- Access to Area 3
- Bellmouth works, utility crossings, haul road and compound installation, cable jointing, testing, and demobilisation / reinstatement
- To be used between 2027 and 2030

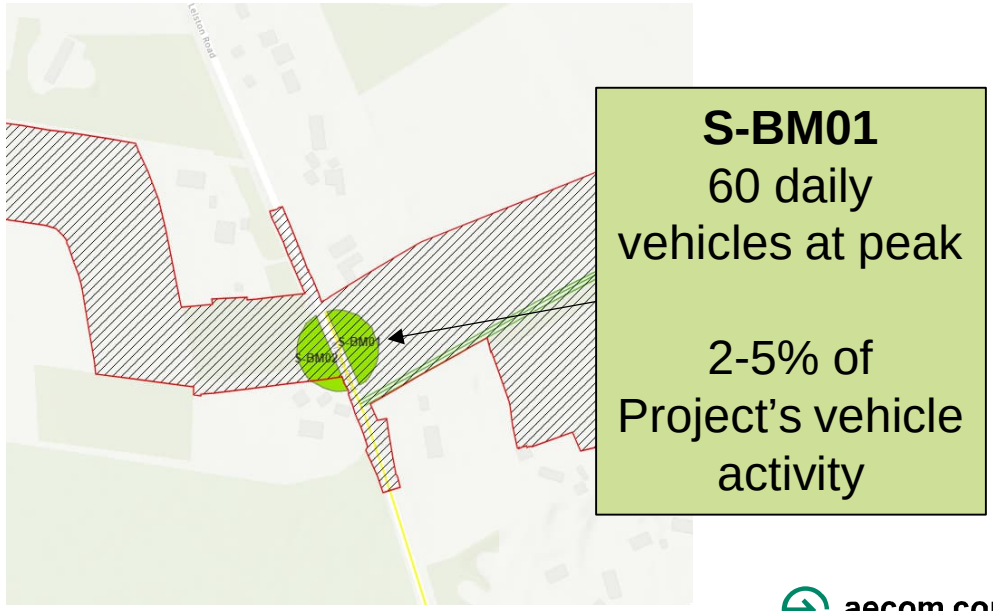
S-BM03 - B1069 (Eastern Side)

- Access to Area 2
- Cable installation, build JB shed, cable jointing and joint bays
- To be used between 2028 and 2029

S-BM01 - B1122 (Eastern Side)

- Access to Area 1
- For preparation works, haul road and compound installation, trenchless crossing and cable installation
- To be used between 2027 and 2028

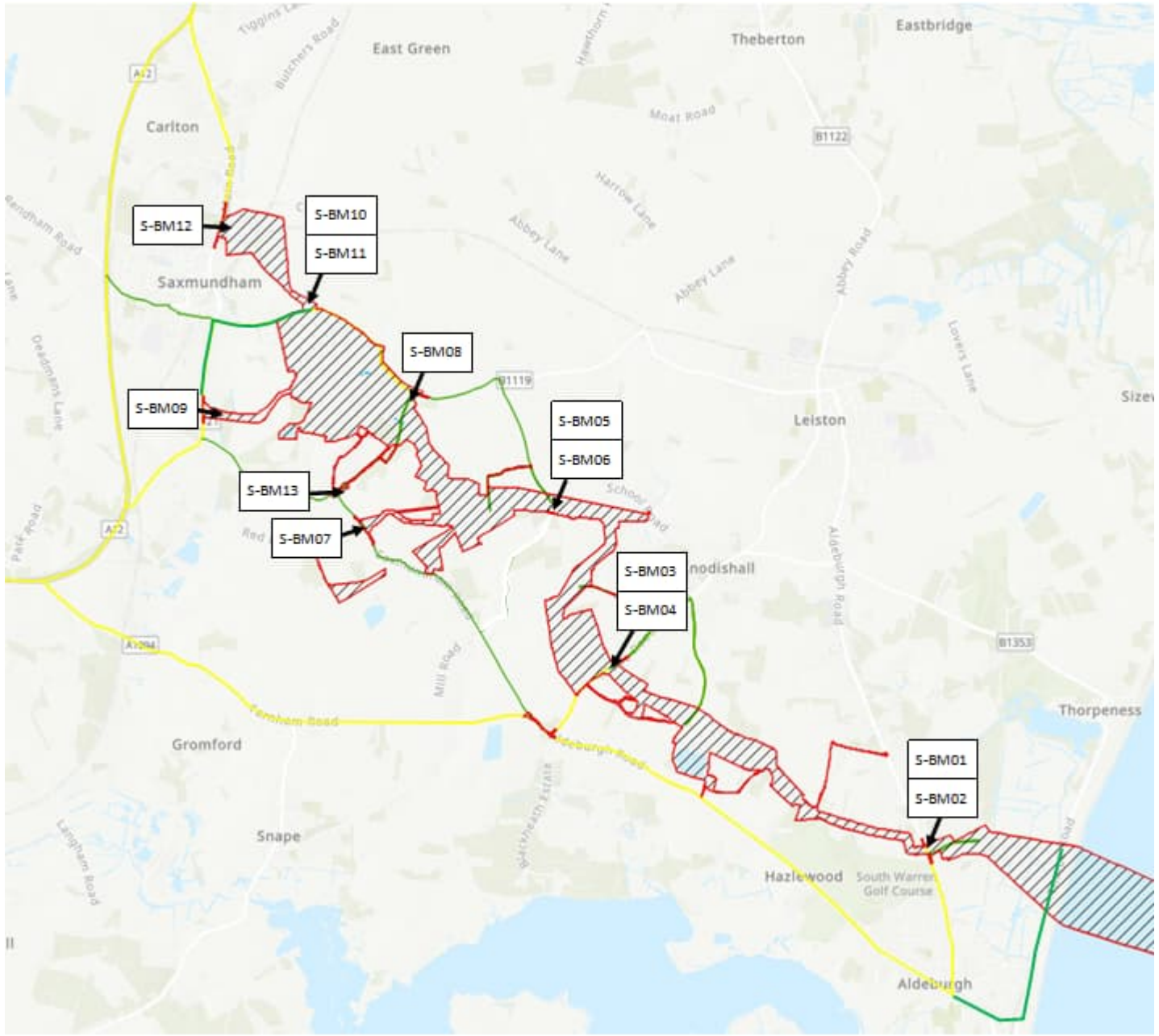




Construction Vehicle Routes

- Primary access routes (yellow)
  - A12
  - A1094
  - B1121 (various)
  - B1119 (west)
  - B1122 (various)
  - B1069 Snape Road (southwest)

- Secondary access routes (green) to have lower vehicle numbers, limited to LGVs where possible
  - B1121 Church Hill/The Street/Saxmundham Road/Aldeburgh Road
  - B1119 (east)
  - B1069 Snape Road (northeast)
  - Sloe Lane
  - Thorpe Road

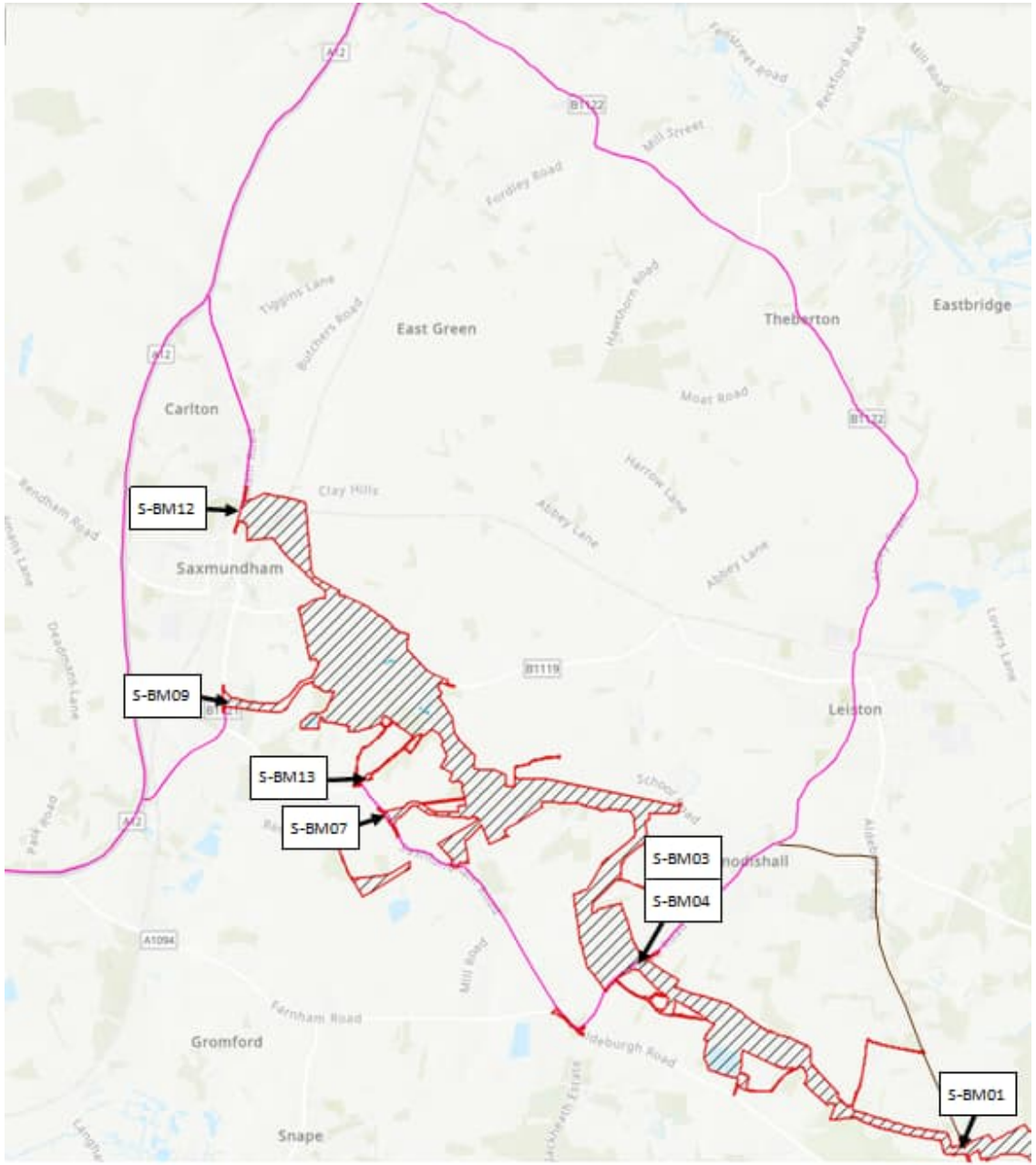


AIL Routes

- Transformer AIL access route (pink)
  - A12 and B1121 (S-BM09 and S-BM12)
  - B1122 (from Yoxford), B1069 Snape Road (S-BM04) and B1121 Saxmundham Road (S-BM07 and S-BM13)

- Cable drum access route
  - A12 and B1121 (S-BM09 and S-BM12)
  - B1122 (from Yoxford), B1069 Snape Road (S-BM03 and S-BM04)
  - Aldringham Lane and Aldeburgh Road (S-BM01 – added route in brown)

- TTM arrangements to be reviewed in due course



Proposed Construction Vehicle Distribution Methodology

Staff

- 2021 Census data (TS060 – Industry)
- F: Construction
- Origin: 60-minute catchment
- Destination: The main accesses to be used during peak construction (see previous slides)
- ‘Distance decay’
- Resident-labour rather than in-migrant labour (local accommodation) at this stage

HGV

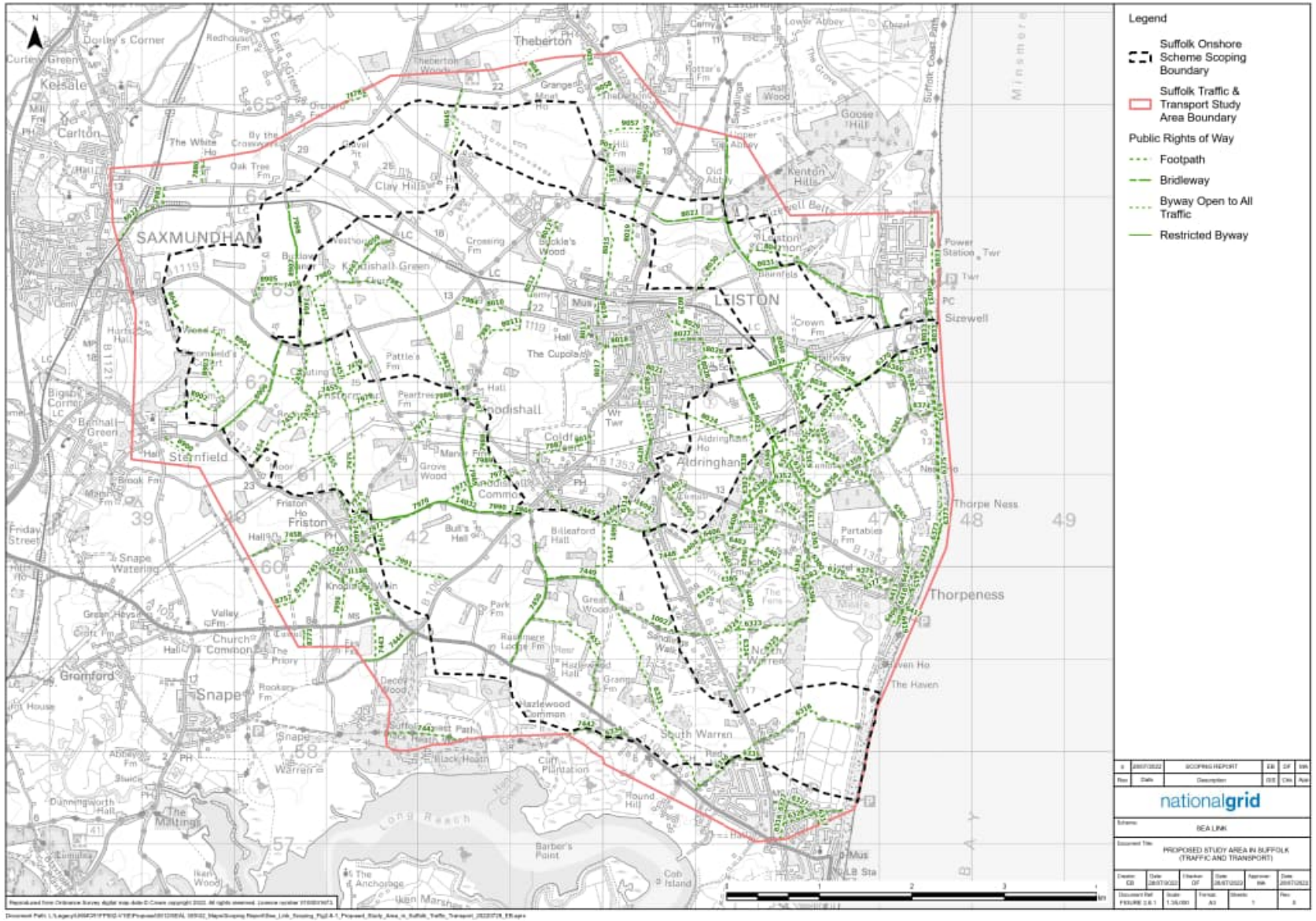
- All routes would be taken to or from the A12 from either Felixstowe or Lowestoft, using same assumptions as East Anglia One North

LGV

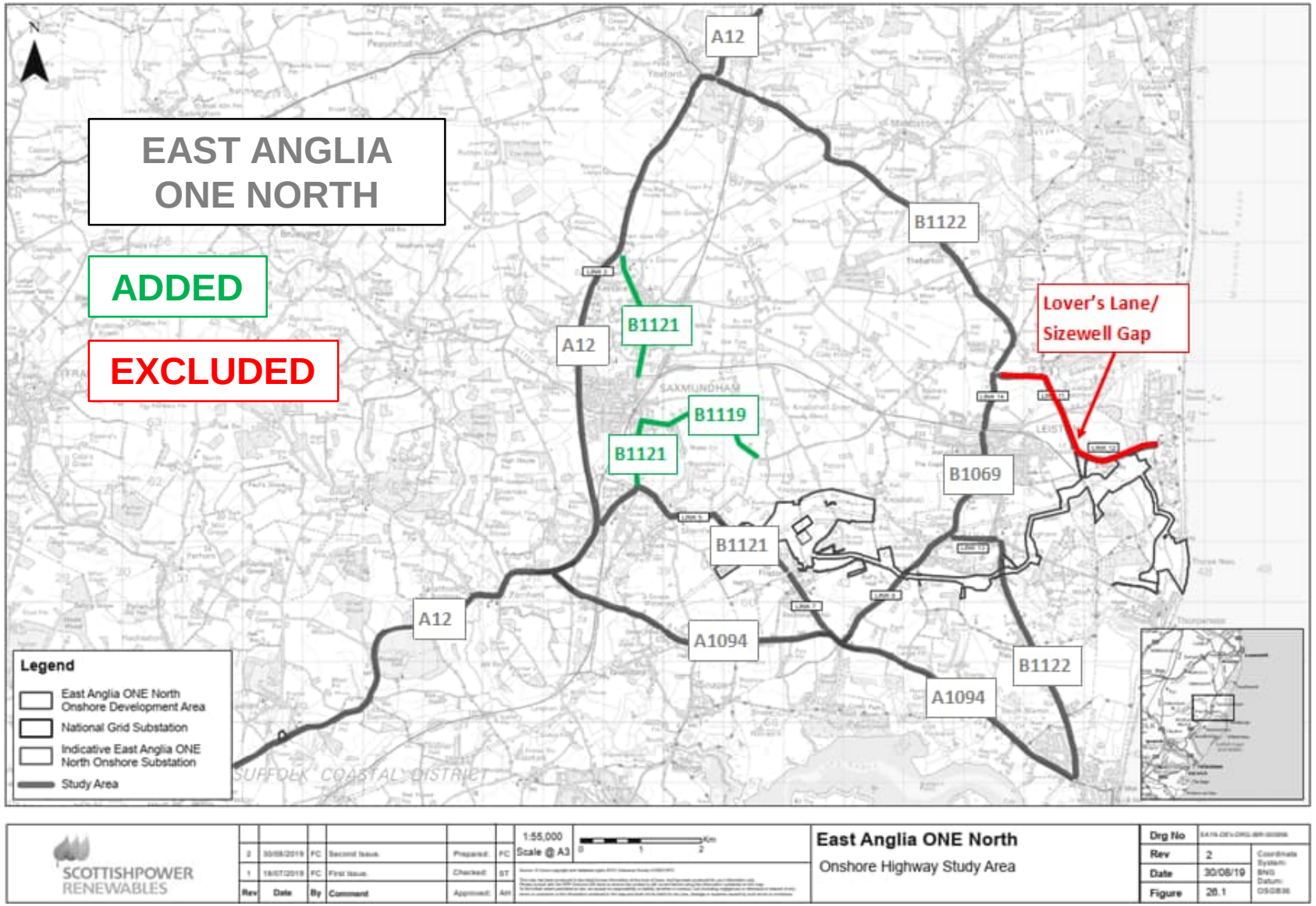
- Approx. average of Staff/ HGV distribution

Proposed Study Area and Scope of Assessment

Original Study Area (EIA Scoping Report, October 2022)



Proposed Study Area for PEIR Stage



It is proposed to broadly adopt the same study area as assessed by East Anglia One North, given geographical similarities and comparable peak construction vehicle numbers (330 staff, 180 LGVs and 160 HGVs for EA1N)

Certain areas to be excluded (e.g. Lover's Lane and Sizewell Gap), other areas to be added (e.g. B1121 and B1119)

Proposed study area to be agreed, to determine scope for traffic surveys and collision review

Proposed Scope for Traffic Data Collection

Manual classified counts

- Mid-weekday 06:00-10:00 and 16:00-20:00
- Saturday 12:00-15:00
- Turning movements at junctions and queue lengths

Automatic Traffic Counts

- Seven days, 24 hours
- Link flows, classifications and speeds

Proposed Methodology for Assessment

- The assessment methodology will follow the IEMA Guidelines for Environmental Assessment of Road Traffic
- Fewer than 30 additional peak hour movements to be classified as ‘negligible’ in terms of magnitude of change
- 30+ movements to be reviewed based on 10% increase (sensitive receptors) and 30% increase (non-sensitive receptors) in line with the IEMA Guidelines
- Once agreed, assessment to be carried out for the proposed study area (closely aligned to the East Anglia One North study area)
- Proposed assessment year to be 2029, covering the peak construction period
- Assessment to be focussed on the five main accesses in terms of additional traffic movements. The remaining accesses are subject to comparatively limited movements and short programme lengths.
- Network peaks and development (shoulder) peaks to be assessed, as well as the Saturday PM peak
- Two scenarios to be considered, 1) Sealink only and 2) co-location, which will be worst-case in terms construction vehicle movements.

Scoping Opinion Feedback

Planning Inspectorate

Construction and Decommissioning Phases

- An assessment of driver delay, accidents & safety and hazardous loads can be scoped out for Public Rights of Way (PRoW) and national/regional walking and cycling routes, given that these are not utilised by drivers limiting the impact pathway
- Significant effects on road links, road junctions and national/regional walking and cycling routes as a result of PRoW closures or diversions are unlikely to arise and can be scoped out of the assessment

Planning Inspectorate

Operational and Maintenance Phases

- Transport effects can be scoped out of the assessment as vehicle movements are anticipated to be infrequent and low. The ES should provide a description of the likely number and type of vehicles required during all phases of development to support this conclusion.
- Impacts from hazardous and dangerous loads can be scoped out of the assessment given that few hazardous loads are anticipated. The ES should provide a reasoned justification as to why such loads are likely to be infrequent during the operation and maintenance phase.

Study Area

- The study area should be informed by the extent of the affected road network

Suffolk County Council

Methodology of Assessment

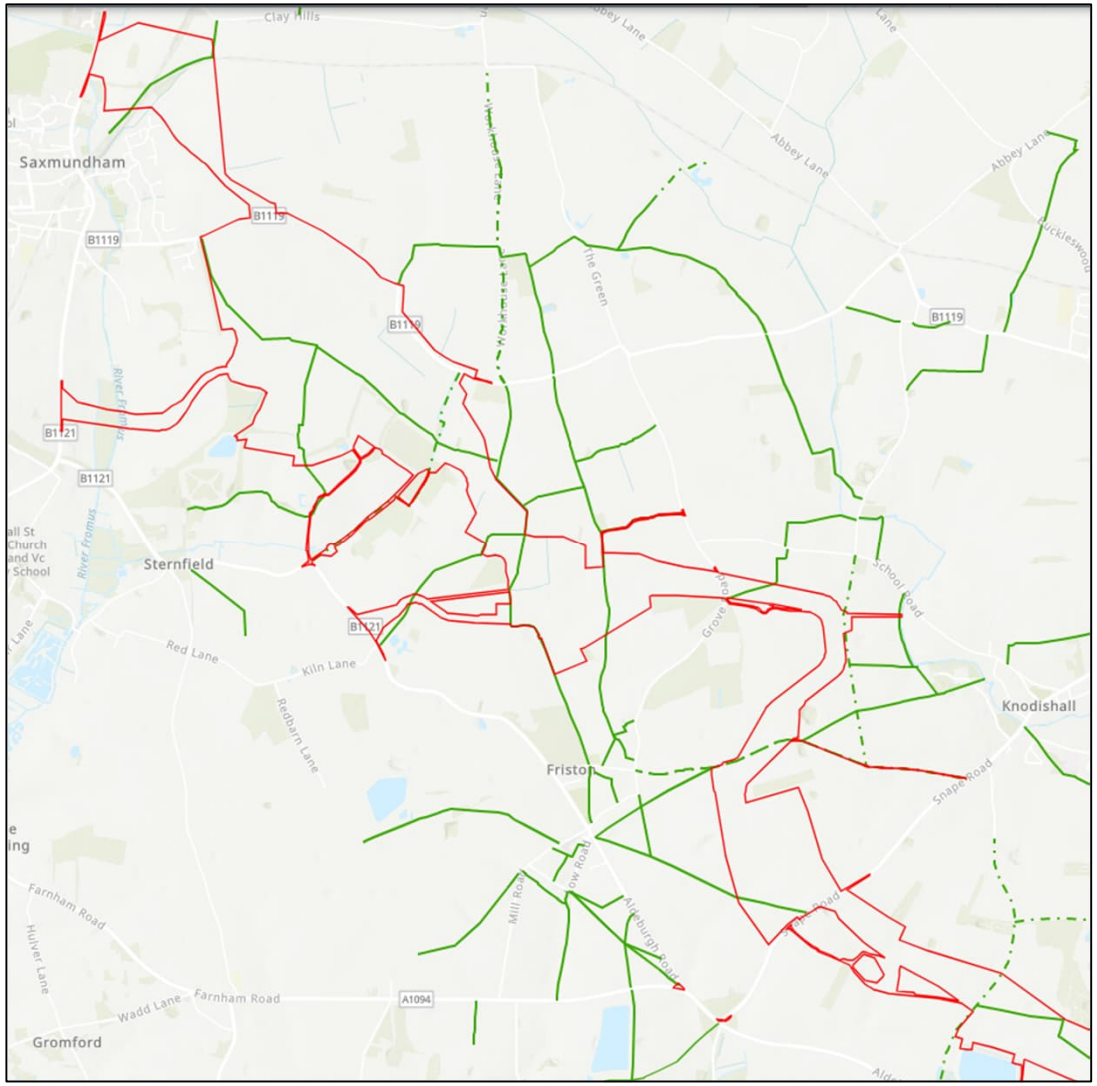
- The County Council, as Local Highway Authority, notes that the Guidelines for the Environmental Assessment of Road Traffic (GEART) methodology will be applied (potentially supplemented by DMRB document LA112 if necessary)
- Greater flexibility to reflect local circumstances in terms of receptor sensitivity may be needed, although Sizewell C and EA1N offer a comprehensive (largely agreed) starting point for the surrounding area in this regard
- Traffic survey scope should be agreed with SCC prior to commissioning
- Assessment of links experiencing increase in flows of 30% to include proportionate change in HGV movements as well as general traffic

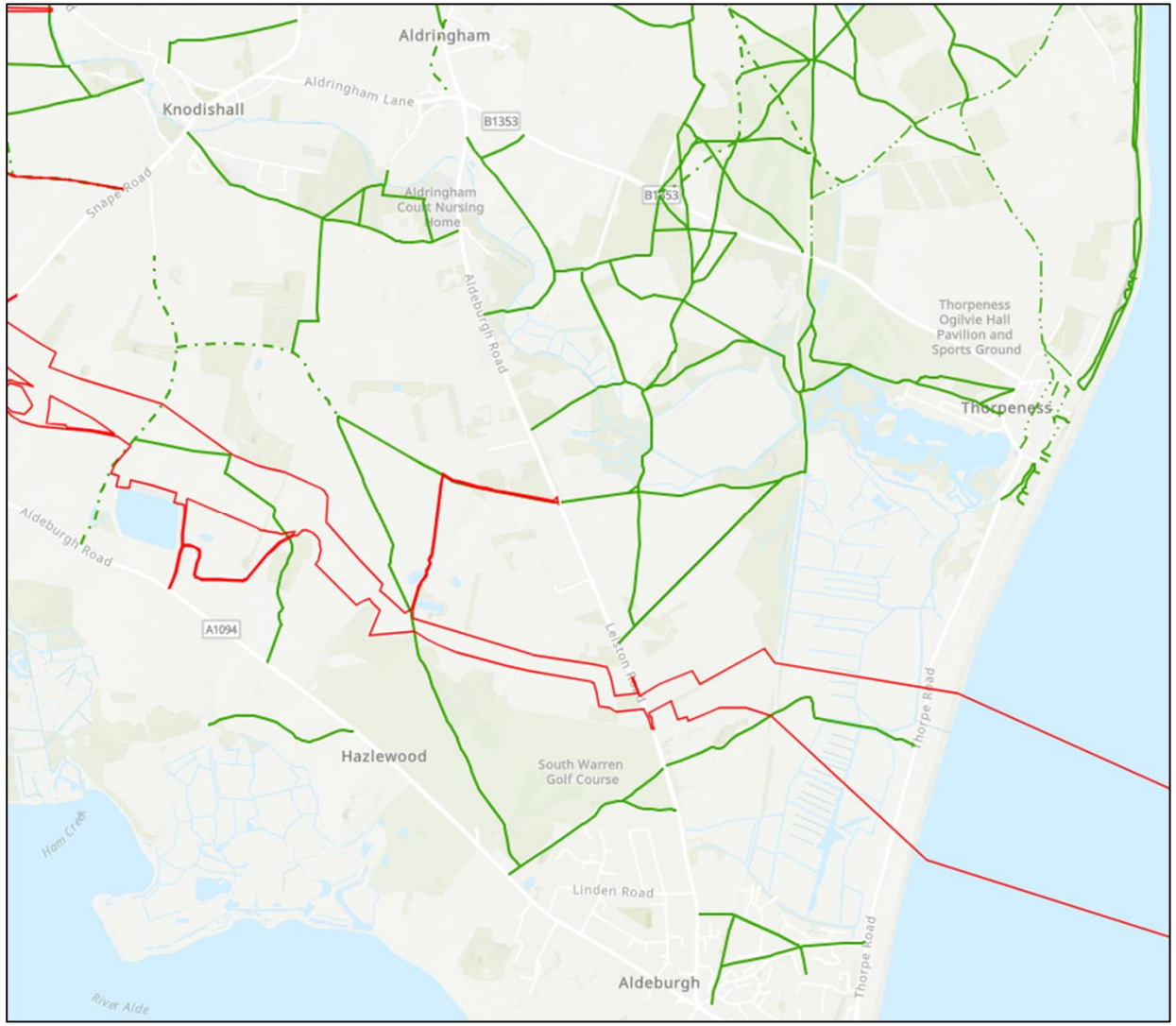
Suffolk County Council

Public Rights of Way – Mitigation

- The impact of temporary closures should not be underestimated, particularly in the case of concurrent projects
- Discussions should be held with SCC relating to public rights of way and open access land. The SCC Green Access Strategy (Rights of Way Improvement Plan) should be included as relevant guidance
- The use of information from the SCC Definitive Map should be used
- Pre- and post-condition surveys should be undertaken for any affected PRoW, to allow SCC to monitor a high level of service
- SCC should be the authority responsible for discharging conditions relating to PRoW

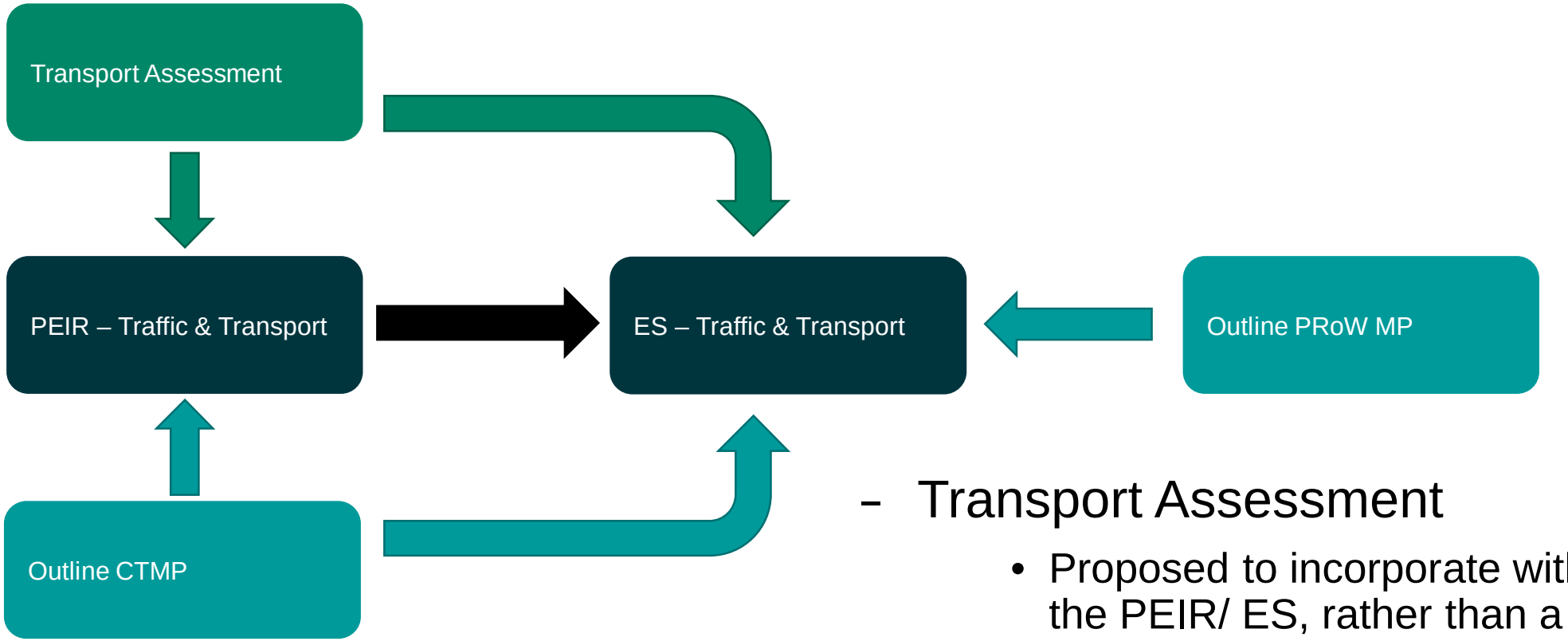
Public Rights of Way (PRoW)





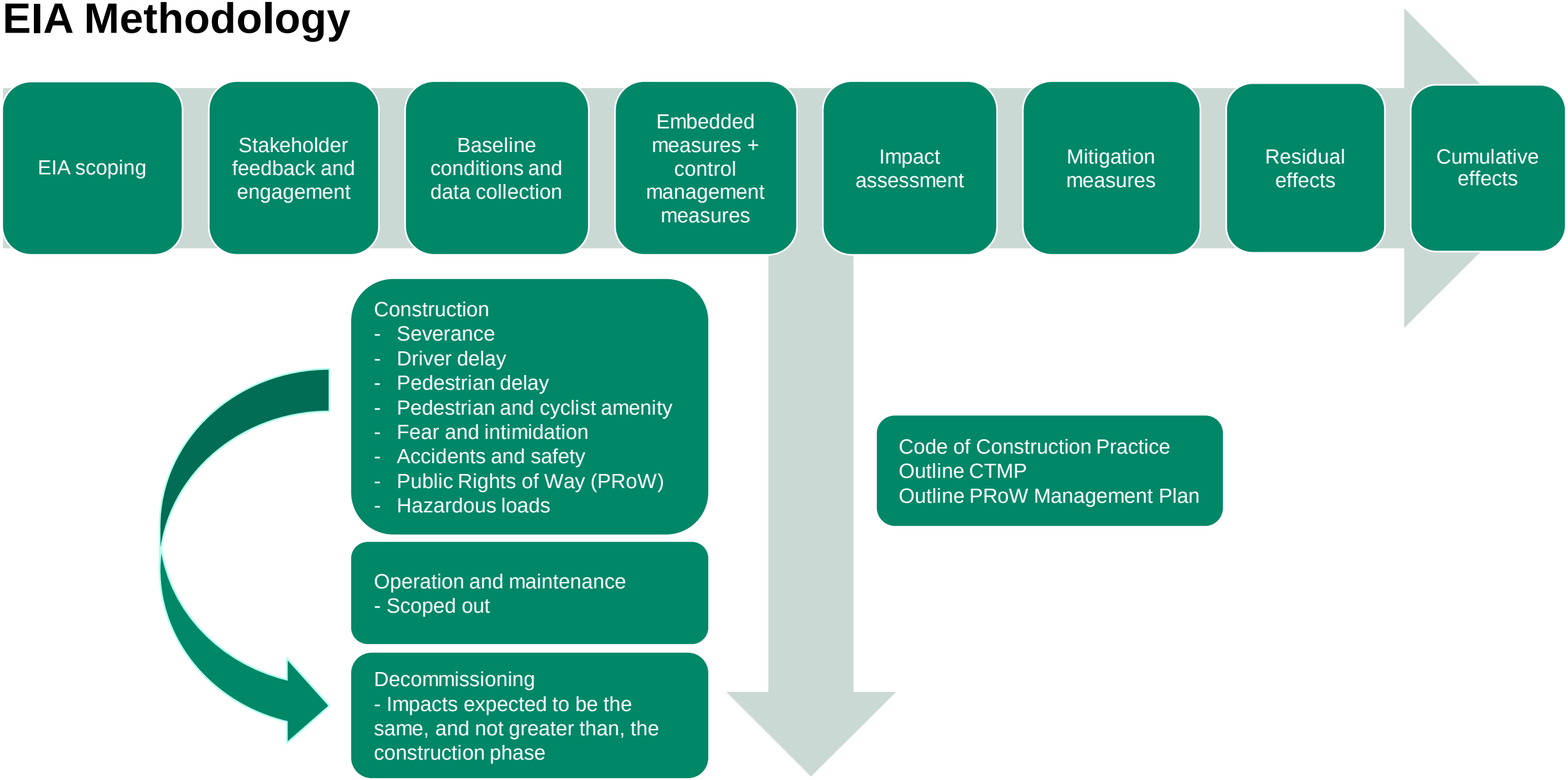
Deliverables

Transport Deliverables



- Transport Assessment
  - Proposed to incorporate within the PEIR/ ES, rather than a standalone report. This approach has been agreed with KCC for the Kent chapter.

EIA Methodology



Preliminary Environmental Information Report (PEIR)

Delivering a better world

aecom.com

What is the PEIR and its approach & methodology

- The PEIR as set out in Regulation 12(2)(b) of the EIA Regulations 2017 provides information that *'is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development'*
- The PEIR will present preliminary findings of the environmental assessments undertaken (the ES will include a final project design and final environmental assessment conclusions)
- The general approach to determining the significance of effect will be set out in PEIR Approach and Methodology (Chapter 5)
- Traffic & transport will form Chapter 8
- As this is a preliminary assessment, the assessment will only state whether effects are likely or unlikely to be significant, rather than assigning significance levels

Chapter Structure

- Introduction
- Regulatory and Planning Context
- Scoping Opinion and Consultation
- Approach and Methodology
- Basis of Assessment
- Study Area
- Baseline Conditions
- Mitigation
- Preliminary Assessment of Effects
- Summary

*cumulative effects to be dealt with in a separate chapter

Key Points

- Baseline conditions – this will also include a section on future baseline
- Study area – as per earlier slides
- Scenarios – peak construction phase (2029)
- EIA Mitigation – categorised as follows:
    - **Embedded Measures:** These are intrinsic to and built into the design. They include the avoidance of designated sites through sensitive routing, siting and design.
    - **Control and Management Measures:** These are good practice measures that are included within the Code of Construction Practice (CoCP), Outline CTMP and other control and management plans such as the use of road sweepers.
    - **Mitigation Measures:** These are measures over and above embedded measures, for example anything that has been added to the design purely to mitigate an effect. These are likely to be limited for a project of this nature.

Key Points

- Inter-Project Cumulative Effect Assessment
  - Long list of projects were screened at EIA Scoping to identify whether they would be likely to result in a potential for significant cumulative effects
  - Current proposed list of sites shown on the next slide
  - The assessment for inter-project cumulative effects (Chapter 14) will be based on the cumulative assessment methodologies (Chapter 5)

Cumulative Schemes – Current Proposed List of Sites (Distance from Site)

- Sizewell C Nuclear Power Station (2.4km)
- A12 Bypass (40.5km)
- Yoxford Roundabout (4.8km)
- Seven Hill Freight Facility (25.9km)
- Innocence Farm Freight Facility (26.2km)
- Saxmundham Track Crossover Upgrades (0km)
- Theberton Bypass (4.0km)
- Sizewell Link Road (3.4-4.1km)
- EA1N Offshore Windfarm (0km)
- EA2 Offshore Windfarm (0km)
- Nautilus Offshore Interconnector (0km)
- High Lodge Leisure (8.2km)
- Croft Farm Land and Buildings (2.2km)
- Park Farm Solar Farm (10.7km)
- Brightwell Lakes Residential (21.9km)
- Darsham Station Residential (5.8km)
- Grange Farm Reservoir (6.5km)
- Saxmundham to Peasenhall Water Mains (0.9km)
- Sizewell B Power Station Complex (4.2km)
- Town Farm Solar Farm (3.9km)
- UKZ139 BC Wissett Solar Farm (6.5km)
- Brundish Manor Solar Farm (14.1km)
- LionLink Offshore Interconnector (0km)
- East Anglia Green Energy Enablement (29km)

Transport Assessment

Delivering a better world

aecom.com

Transport Assessment

- Focus of the assessment will be the construction phase
- Therefore, to minimise duplication across reports (including the Outline CTMP), it is proposed to include this component as part of the PEIR, as per the approach adopted for East Anglia 1 North and East Anglia 2 in Suffolk. This approach has also been agreed with KCC for the Kent chapter.
- Typical approach/ scope (to be covered in Outline CTMP and PEIR):
    - Site location and existing use
    - Policy context
    - Accessibility appraisal
    - Development proposal
    - Trip attraction and distribution
    - Committed developments
    - Assessment methodology
    - Highway assessment
    - Walking and cycling assessment

Outline Construction Traffic Management Plan

Delivering a better world

aecom.com

Outline CTMP

Structure:

- Introduction
- Existing Conditions
- Future Baseline
- Policy and Best Practice
- Construction Movements
- Site Access, Layout and Routing
- Management and Mitigation
- Compliance and Enforcement
- Conclusion

Supported By:

- PEIR/ TA
  - Forecast Trip Distribution
  - Forecast Peak Construction Vehicles

Content:

- Proposed Site Access Layouts
- Visibility Splays
- Swept Paths
- Abnormal Indivisible Loads/ Vehicles

Outline Public Rights of Way Management Plan

Delivering a better world

aecom.com

Outline PRoW Management Plan

Structure:

- Introduction
- Baseline Conditions (PRoW)
- Proposed Development and Mitigation
    - Construction
    - Operation and maintenance
    - Decommissioning
- Summary and Conclusion

Considerations:

- Typically prepared at ES stage when sufficient detailed information is available
- Physical PRoW Separation
- PRoW Crossing Points
- Temporary PRoW Closures and Diversions

Programme

Current Programme (Suffolk Onshore Scheme)

- **October 2022** – Scoping submitted
- **October–December 2022** – Non-statutory consultation
- **January–August 2023** – Review of feedback and PEIR preparation
- **Autumn 2023** – Statutory consultation
- **Autumn 2024** – DCO submission

AOB / Questions

2.8.A.2 Transport Scoping Meeting Minutes

Meeting name
Transport Scoping Discussion (SCC)

Meeting date
09/06/23

Time
13:30 – 15:00

Location
Microsoft Teams

Project name
Sea Link

Prepared by
MA

Attendees
CB, AECOM, Transport
MA, AECOM, Transport
JW, Mott Macdonald, Engineering (FEED)
MW, AECOM, Transport
SC, Mott Macdonald, Engineering (FEED)
SM, SCC Highways
JH, SCC Highways
AR, SCC Highways (PRoW Officer)
JC, SCC Highways (NSIP & Projects)

Apologies
CC, AECOM, Terrestrial EIA Lead
LL, National Grid, Consents Lead (Onshore)
PP, National Grid, Terrestrial (Transport)
EJVI, Mott Macdonald, Engineering (FEED)
MB, Arup, Stakeholder Engagement

Circulation list
As per attendees plus JB

Ref	Note	Action (Ref)
01	**Welcome and Introductions** All attendees introduced themselves and their roles.	
02	**Feed Team Presentation** SC presented proposals developed by the FEED team in terms of the proposed access points, for the favoured Emerging Preference Site 3 option. SM asked if team could label permanent and temporary accesses JW stated that one of accesses 12 or 9 will be the main construction access. JW noted that in cases where a construction access is used for an extended period of time, temporary accesses can be laid out to permanent standard. This approach is welcomed by SM. SC suggested that this scoping meeting should be the first of numerous meetings with SCC. AR (SCC PROW) query on obstruction references and she wants to know where these are. JW has confirmed that these need to be worked up and discussed with SCC. AR would like to see maps for all of these. JW agreed to provide this. AR asks for SCC map data to be used; SCC shapefile is available. JW asks for format for AR. SCC use MapInfo and she can import our information into MapInfo. AR would like to see a rights of way network on shape file and a set of plans as well.	
03	**Key Emerging Parameters** SM states that Sizewell C and Scottish Power are significant committed schemes to consider. CB responded with the list of cumulative schemes for consideration, although noted that the Cumulative Impact Assessment chapter will be prepared separately and cover all topics. Agreed that the cumulative schemes should be subject to further discussion.	**SCC to provide feedback on cumulative schemes for consideration (S1)**

Ref	Note	Action (Ref)
04	**Presentation – Study Area**	
	Study Area and scope of assessment presented by CB. The updated study area is proposed as consistent with East Anglia 1 for PEIR stage. Traffic surveys and collision data to be collected on this basis subject to agreement of SCC. Scope to include turning counts, speed, and ATC, with data collection during time periods 06:00-10:00 and 16:00-20:00. CB noted that the surveys were 2018 so new data would be collected. SM noted that SCC has collected traffic counts which could potentially be shared with the Sea Link project team.	**SCC to confirm whether the proposed study areas for quantitative and qualitative assessments are reasonable (S2)** **SCC to provide a schedule of traffic counts carried out as part of strategic modelling (S3)**
05	**Presentation – Scoping Opinion Feedback**	
	CB set out PINS scoping opinion which stated that assessment of operational and maintenance phase could be scoped out. CB reiterated that data sources, as approved by SCC, including PRoW, would be used.	
06	**Presentation – EIA Methodology**	
	CB set out set out the methodology for assessment, which will accord with IEMA guidance. CB Introduced the expected scope of the PEIR document (of which Transport will be Chapter 8). Chapter structure set out, with the key points being baseline conditions, study area, assessment scenarios. EIA mitigation categories to be set out in the PEIR. CB states assessment methodology is as IEMA and based on 2029 peak. Sets out the main 5 points of access. Assessment will cover all of them but main 5 subject to quantitative assessment. HGV and AIL routes set out. CB introduced the co-location scenario. This refers to the capability of the project to accommodate Nautilus and LionLink, in terms of the capacity to co-locate elements of these other projects. JW – Clarified that co-location scenario is for additional ducts but not extra converter station which would be subject to a separate DCO. Proposed PEIR submission October 2023. CB noted that we seek to have surveys agreed before the summer holidays.	**AECOM to liaise with SCC re their data and agree surveys. (A1)**
07	**Presentation – Deliverables** CB sets out proposed approach, to incorporate the content of the required TA within the PEIR, in order to reduce duplication.	**SCC to confirm view on proposed reporting approach. (S4)**

Ref	Note	Action (Ref)
	SM stated that road safety needs to be included, and that the above approach (incorporating TA in PEIR) can be accepted as long as all of the assessment typical of a TA is kept. Anticipated that details on PRoW will be included within the Outline CTMP at PEIR stage but set out within a separate PROW management plan at ES stage.	
08	**Comments on Presentations/ AOB from SCC (JH/ SM):**	
	SCC expect monitoring and controls on this type of project, Car occupancy assumption at 2.0 would need to be supported by controls or evidenced. Alternatively, reduce car share ratio. Shift patterns need to be secured within the DCO. Flat profile of HGVs unrealistic, more in AM generally. Confidence is required on accuracy of profile of HGV movements. Concern with B1119 flagged up which is proving problematic in relation to access for the Sizewell C project. Monitoring of use of routes needs to be considered. In terms of assessment, broadly agree on use of staff census and 60 mile catchment area, with note that SCC has seen multiple similar studies for the same population on other projects so some concerns re labor pool. Accepting of IEMA Guidance but also recommends use of DMRB guidance in relation to human health. Need to take account of Saxmundham South Residential development in cumulative study. Data has been collected in the same area for SCC strategic model. Project team should gain access to those survey datasets . Sizewell C is a significant consideration from a cumulative assessment point of view. CB notes the comments and will schedule notes and follow up work to fine tune the assessment. JH welcomes opportunities for early meetings on this. Notes that there are lots of projects in the area, all of them using/ assessing a ‘shift’ peak (outside network peak). Risk that ‘shift’ peak could soon be more of a concern than network peak. Cumulative consideration. Some scepticism about whether all staff arriving pre-7am and departing post 7pm realistic. In terms of AIL, the A1094 bridge has a weight limit which would be of concern. The IEMA guidance is about to be updated.	**AECOM to review and refine methodology (A2)**

Ref	Note	Action (Ref)
	Although screened out, maintaining and decommissioning should be planned for, including retention of access rights for haul roads. SM noted that surveys approaching busy period (summer). Surveys should be undertaken as early as possible ideally given pre-commencement works are starting soon for Sizewell (which will impact survey data) Swept paths/ visibility required at each new access/ junction. Access plans are well developed (welcomed) for this stage of the project. Would like to see highway boundary and order limits so that access arrangements are either under control of the applicant or within SCC highways land. Raised query with regard to routing near to Saxmundham. JW responded to say that they have options open. Bell Mouth 12 or 9, north and south of Saxmundham. The bypass for 12 if built would need to either be removed or re-purposed. SM is interested in a continued conversation on these links and if they could be reused for wider benefit in traffic terms. JW is in agreement and reiterates the optionality of the approach. Access BM13 is required for AIL movements so will be required. For AIL parts of the project will need continued access for operation stage which needs consideration. JW confirmed that the project would secure a right of way on these to allow re-mobilisation. Noted that collision data in 2020-21 to be excluded (covid). Notes lots of weekend holiday traffic in this area, hence a Friday PM peak should be considered. (Junction) modelling would need to be Mon -Thurs (AM), Fri (PM)	
09	**AOB – Next Steps**	
	JW would like written comments from SCC. CB to share presentation and meeting minutes. SCC to review potential to share traffic data with project team.	**AECOM to share presentation slides with SCC (A3) completed on same day as meeting** **SCC to review presentation and provide feedback, as well as any further comments as necessary. (S5)** **AECOM to review SCC responses once received and to determine matters for discussion at a further meeting (A4)**

This page is intentionally blank.

National Grid plc
National Grid House,
Warwick Technology Park,
Gallows Hill, Warwick.
CV34 6DA United Kingdom

Registered in England and Wales
No. 4031152
nationalgrid.com