

**The Great Grid Upgrade**

Sea Link

# Preliminary Environmental Information Report

Volume: 2

Part 3 Kent Onshore Scheme

Appendix 3.8.A KCC Highways Scoping Meeting

Version A

October 2023

**nationalgrid**

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# Sea Link

## Document control

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### Document Properties

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### Version History

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24/10/2023	A	FINAL	First issue

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## **3.8.A.1 Transport Scoping Meeting**

# Sea Link

KCC Transport Scoping Meeting  
12 April 2023

# Agenda

- 01 Meeting Purpose
- 02 Project Update
- 03 Proposed Development Parameters
- 04 Proposed Study Area
- 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

# Meeting Purpose



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## 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 Kent Onshore Scheme and the approach for the supporting deliverables

# Project Update Since Scoping

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# Project Update

## General

- EIA Scoping Report was submitted in October 2022
- Scoping Opinion/ non-statutory consultation feedback has been reviewed
- Initial discussions have taken place between KCC/ FEED team
  
- Proposals for the Kent Onshore Scheme are being developed
- PEIR is being commenced 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

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## Proposed Development – Key ‘Emerging’ Parameters

- Construction programme: 2026 Q3 to 2031 Q3 (5 years)
- Construction staff: 292 workers at peak (2029), circa. 150 on average
- Construction staff vehicles: 2.0 occupancy factor
- LGVs: 90 LGVs at peak (2029), circa. 40 on average
- HGVs: 122 HGVs at peak (2028), circa. 40 on average
- Abnormal Indivisible Loads (AILs): 7 x transformers to the converter station site and potentially for cable drums
- Construction peak: 2029 (staff, LGVs and HGVs combined)
- Assessment scenario – peak construction phase (2029)

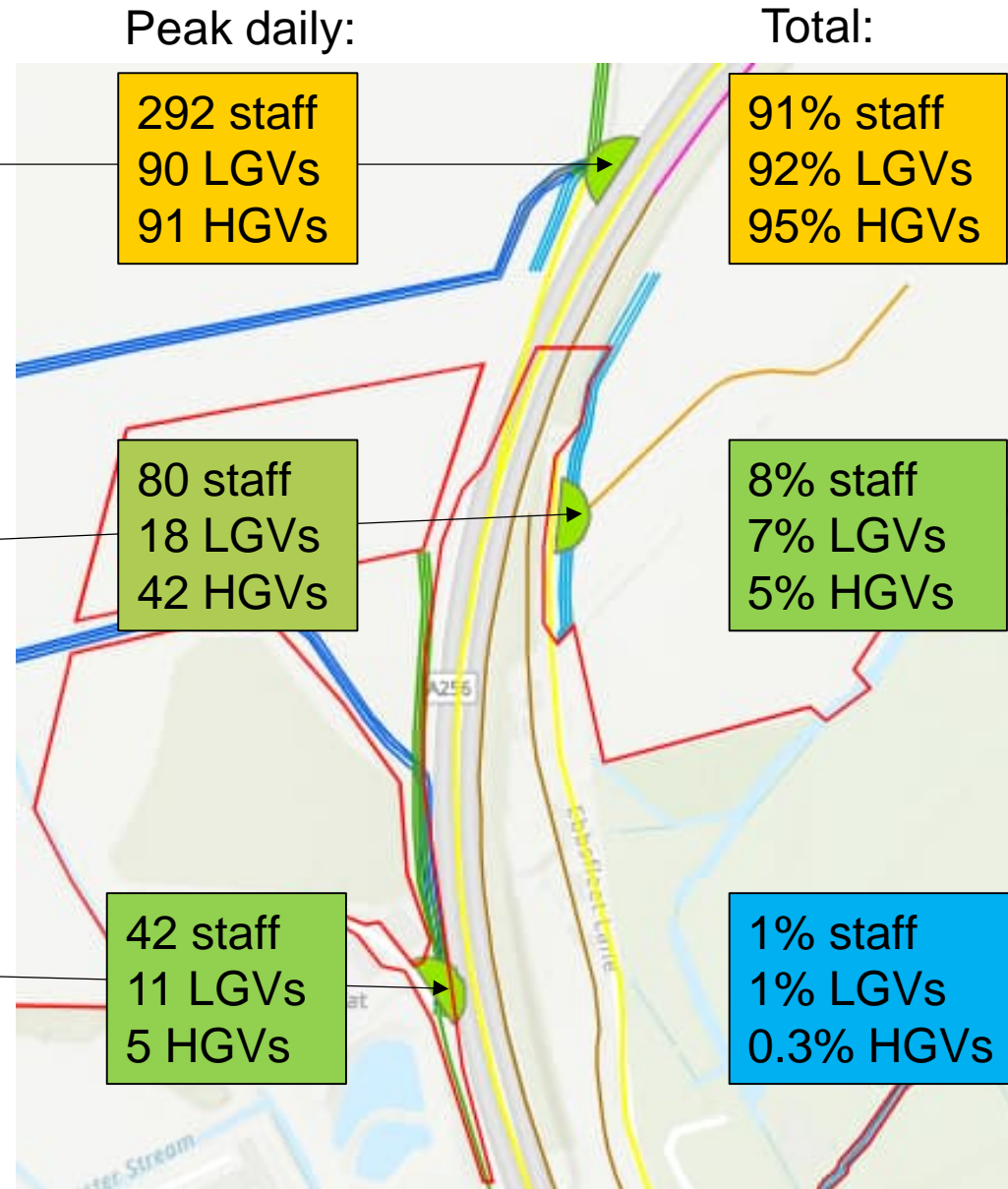
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## Proposed Development – Key ‘Emerging’ Parameters

- 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: 3 x proposed accesses + existing access points

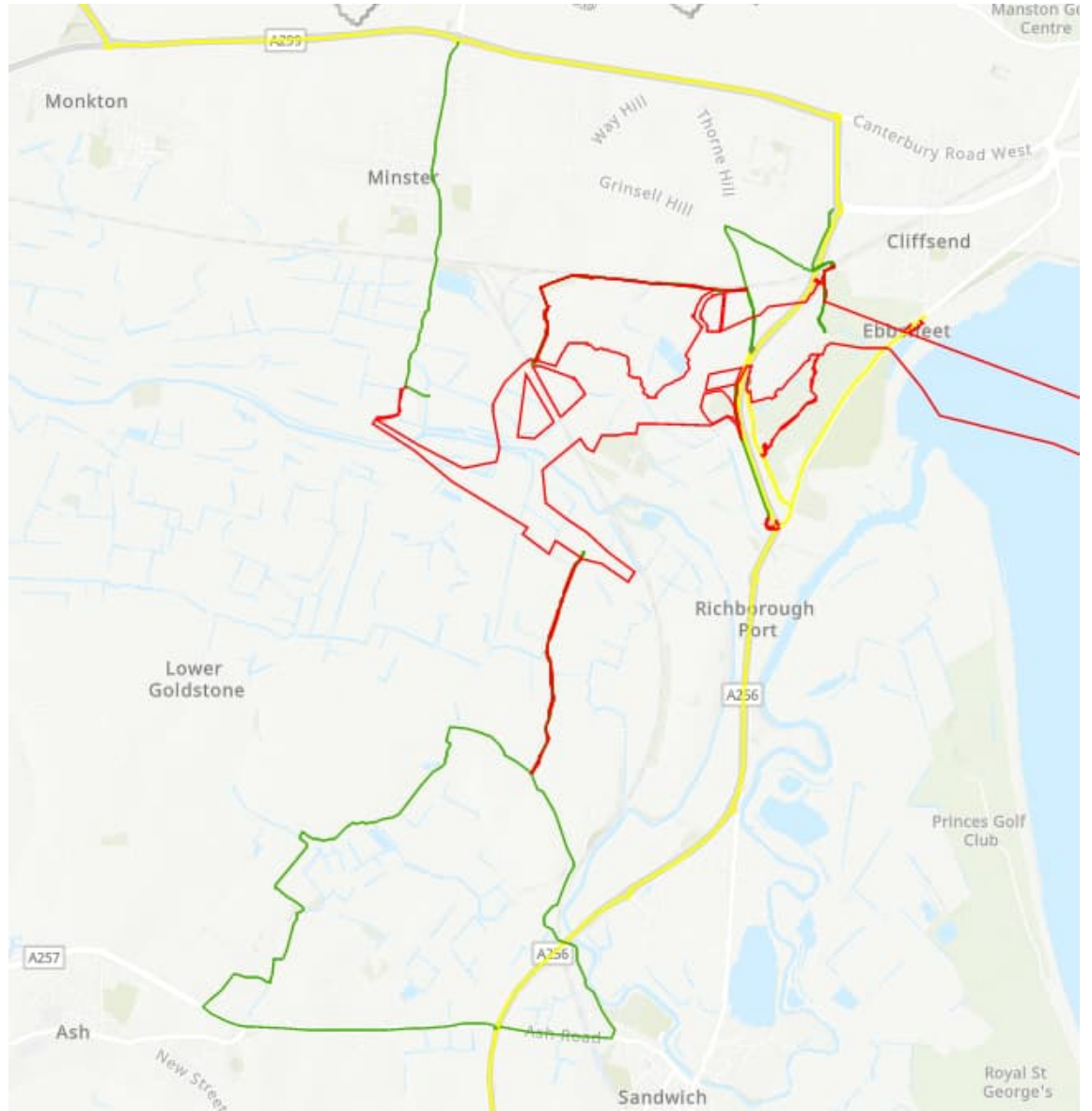
# Proposed Points of Access

- **A256 NB carriageway (K-BM02)**  
Main access during both construction (mobilisation & trenchless work and haul road) and operation (permanent access/field access) – to be used throughout the construction programme (5 years)
- **Ebbsfleet Lane (K-BM01)**  
Access during both construction (haul road, compound, storage of materials, HDD location) and operation (permanent field access) – to be used for circa. 18 months (prior to 2029 peak)
- **Jutes Lane (K-BM03)**  
Access during both construction (mobilisation & trenchless work) and operation (permanent access), alternative to A256 access – to be used for circa. 3 months (prior to 2029 peak)



# Construction Vehicle Routes

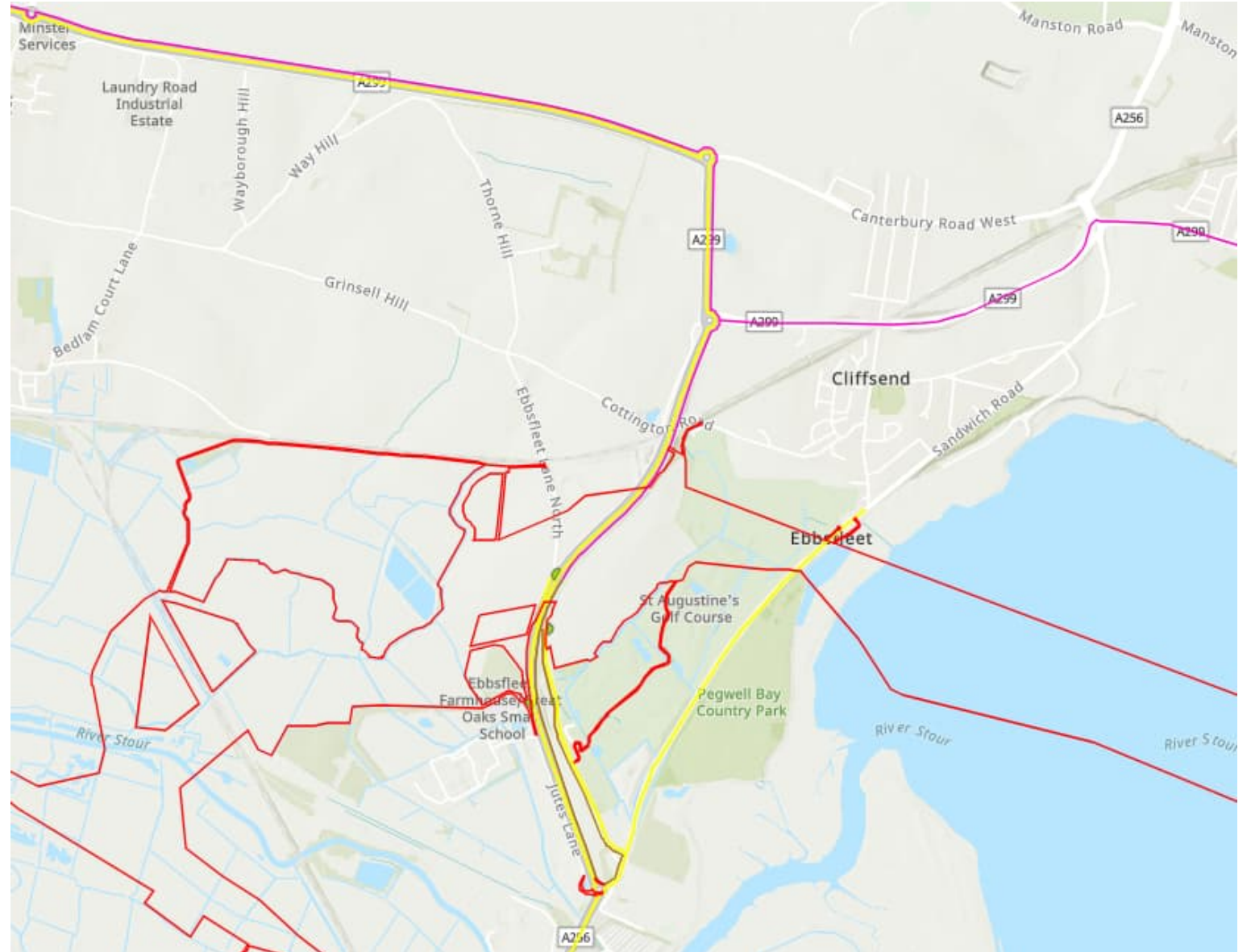
- Primary access routes (yellow)
  - A299
  - A256
  - Sandwich Road
- Secondary access routes (green) to have lower vehicle numbers, limited to LGVs where possible
  - Tothill Street/ High Street/ Marsh Farm Road
  - Ebbsfleet Lane North and Cottington Road
  - Jutes Lane
  - A257, Hills Court Road and Cooper Street Drove
  - The Causeway (Ash Road) and Richborough Road
  - Whitehouse Drove



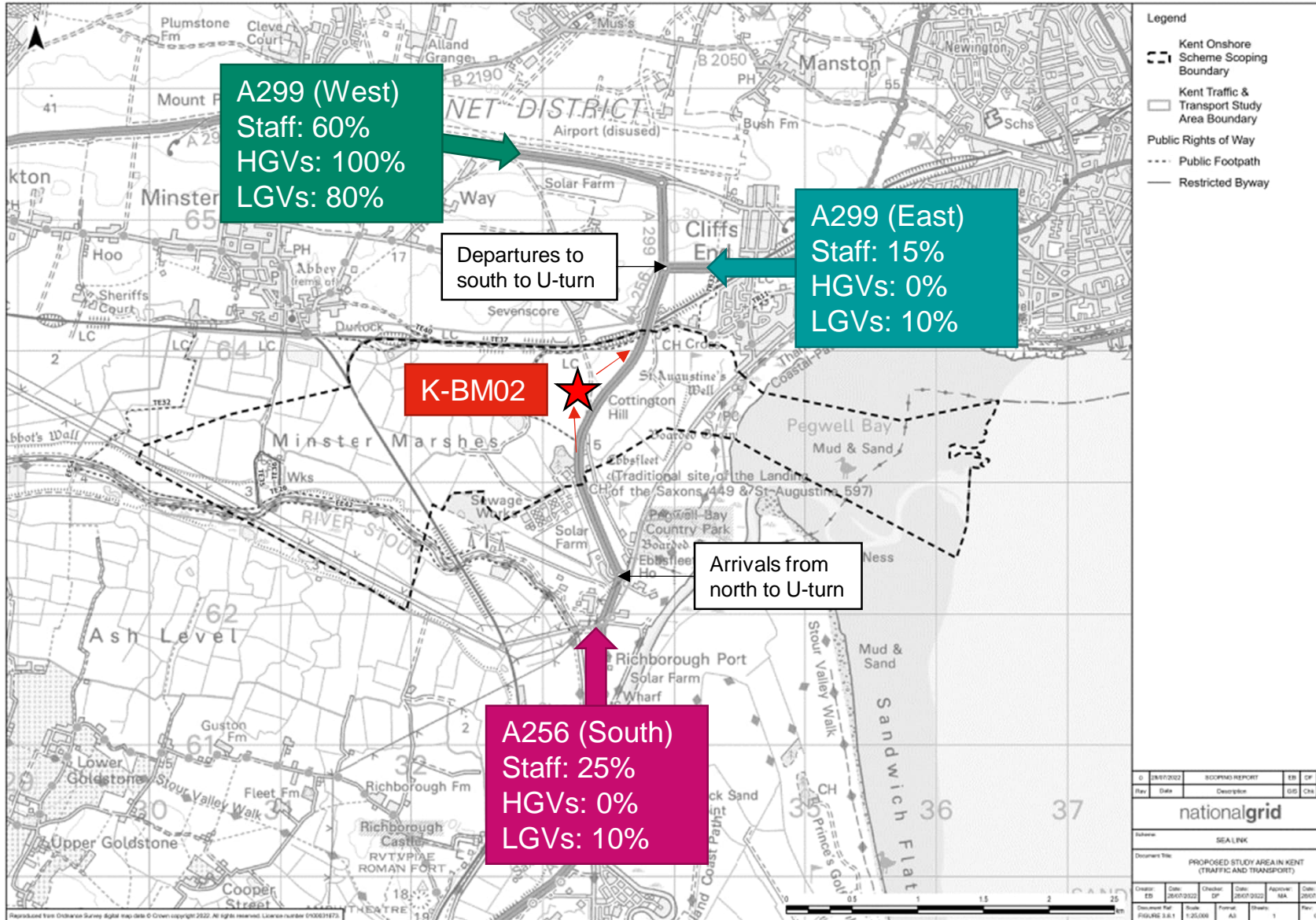


# AIL Routes

- Transformer AIL access route (pink)
  - A299 (e.g. from port of Ramsgate)
  - A256 (K-BM02)
  - To re-rig following delivery, smaller upon egress
- Cable drum access route (brown)
  - A299
  - A256 (K-BM02)
  - Ebbsfleet Lane (K-BM01)
- No AILs on Jutes Lane (K-BM03)
- TTM arrangements to be reviewed in due course



# Proposed Construction Vehicle Distribution



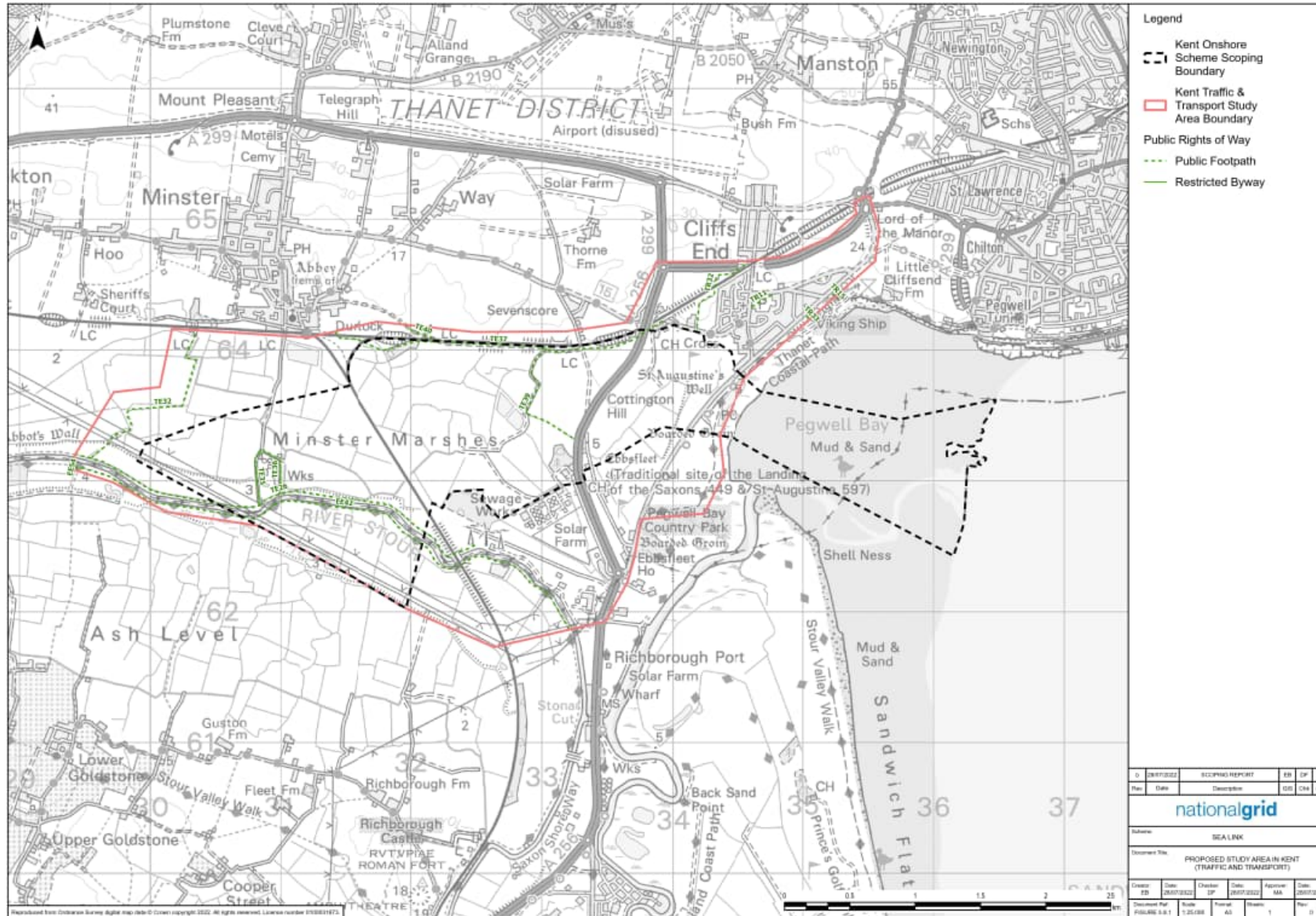
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# Initial Impact Assessment

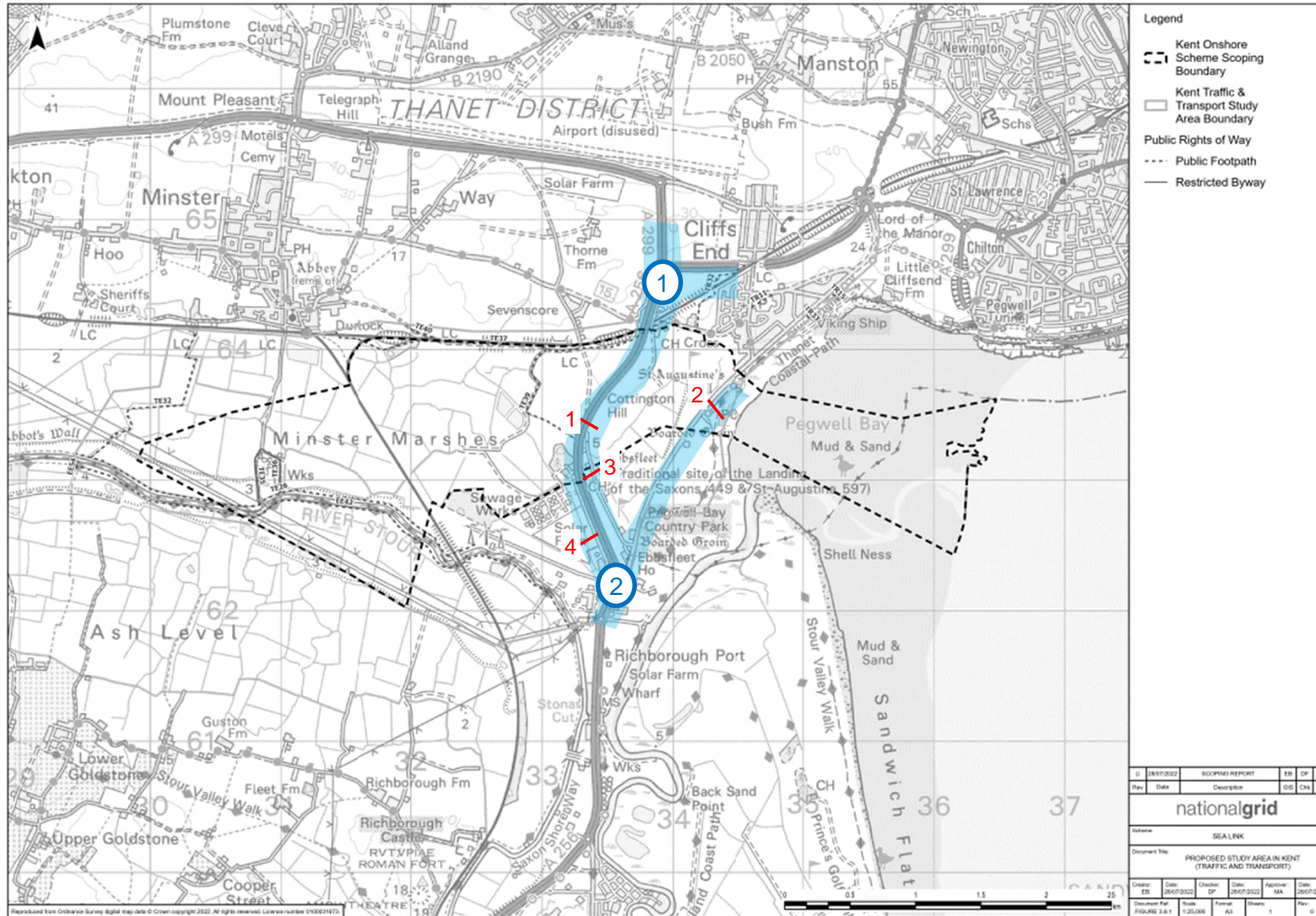
- Baseline traffic count data from DfT traffic counts (2019 where possible), available for 12 hours (07:00-19:00) and 24 hours
- AM development peak (06:00-07:00) compared to baseline 'shoulder' peak (07:00-08:00)
- PM development peak (19:00-20:00) compared to baseline 'shoulder' peak (18:00-19:00)
- >30 construction vehicle movements (development peak hours) due to construction staff
- <10% increases forecast across majority of the network (peak hour + daily)
- 10-30% increase forecast for A256 (K-BM02) during the development peak hours (staff) and daily for HGVs when compared to baseline HGVs (not total vehicles)
- 10-30% daily increase forecast for A299 (West) and the A299/ A256 roundabout for HGVs when compared to baseline HGVs (not total vehicles)
- No impacts expected along the A299 (East), A256 (South) or Sandwich Road
- Proposed study area informed by the above

# Proposed Study Area

# Original Study Area (EIA Scoping Report, October 2022)



# Proposed Study Area – Traffic Surveys/ Quantitative Assessment



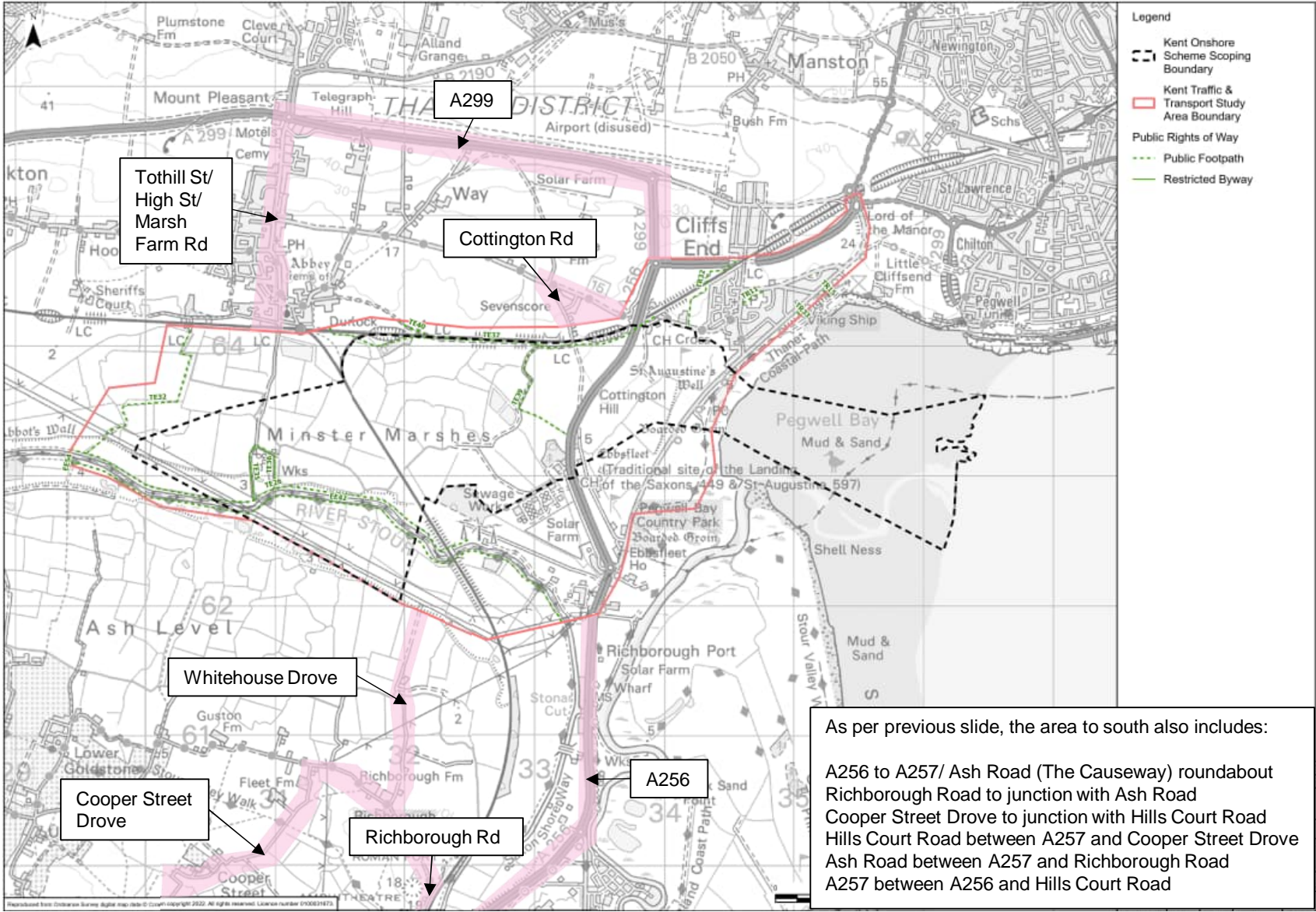
– **Manual Classified Counts** (mid-weekday, 06:00-10:00 and 16:00-20:00, queue lengths):

1. A299/ A256 (Sevenscore) Roundabout
2. A256/ Sandwich Road/ Jutes Lane (Ebbsfleet) Roundabout

– **Automatic Traffic Counts** (7 days, 24 hours):

1. A256 (K-BM02)
2. Sandwich Road
3. Ebbsfleet Lane (K-BM01)
4. Jutes Lane (K-BM03)

# Proposed Study Area – Collision Review/ Qualitative Assessment



# Scoping Opinion Feedback



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# 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

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## 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

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# Kent County Council

## Methodology of Assessment

- The County Council, as Local Highway Authority, is satisfied with the provisions that have been made to fully assess and manage the highway impacts of the proposal

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# Kent County Council

## Public Rights of Way – Scope

- Public footpaths, Bridleways and Restricted Byways
- National/ regional walking and cycling routes
- The England Coast Path (National Trail)
- PRow should be scoped in for construction, operation, maintenance and decommissioning
- Magnitude of each impact should be determined as the predicted deviation from baseline conditions (protection of public rights, rather than user numbers)
- The mitigation of any impacts should be included, including during operation

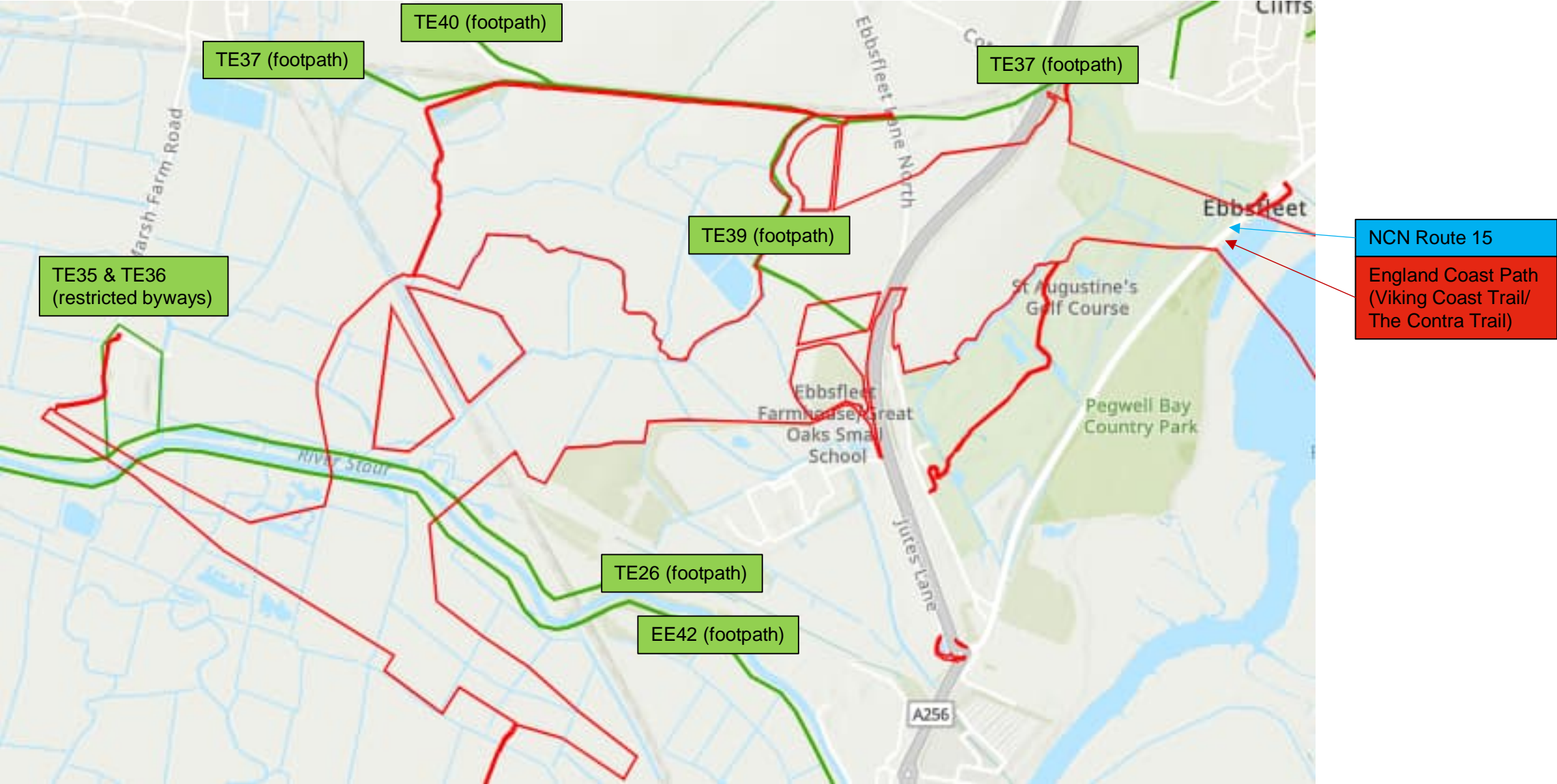
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# Kent County Council

## Public Rights of Way – Mitigation

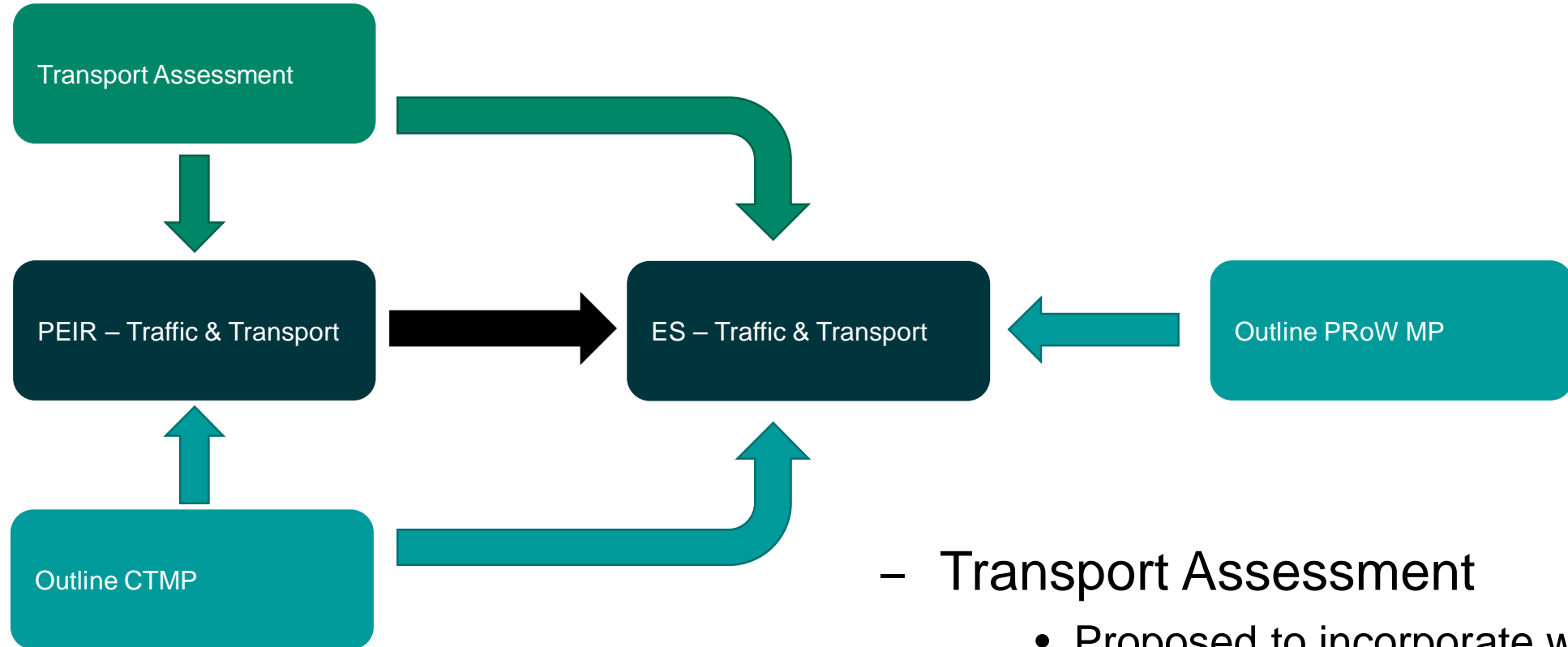
- A Public Rights of Way Plan should be prepared to examine potential impacts on affected routes, including any closures, diversions, timescales and management
- Any temporary PRow closures should be applied for at an early stage, minimised and mitigated by diversion routes and to ensure user safety has priority. An alternative safe route should always be provided.
- All closures and diversions must have the approval of KCC
- PRow must not be used as construction routes

# Public Rights of Way (PRoW)



# Deliverables

# Transport Deliverables

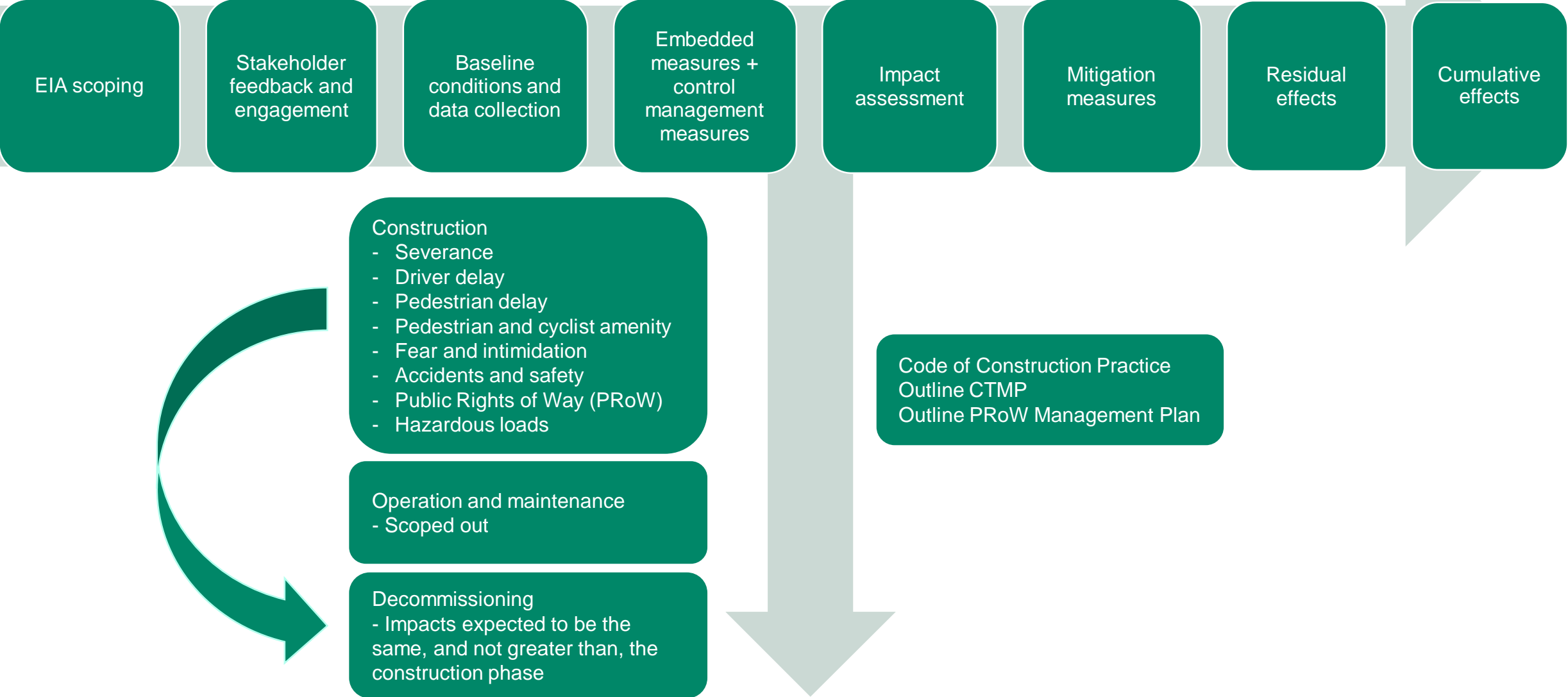


## – Transport Assessment

- Proposed to incorporate within the PEIR/ ES, rather than a standalone report – to be agreed



# EIA Methodology



# Preliminary Environmental Information Report (PEIR)

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## 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 to state whether effects are likely or unlikely to be significant, rather than assigning significance levels

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# Chapter Structure

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

\*cumulative effects to be dealt with in a separate chapter

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## Key Points

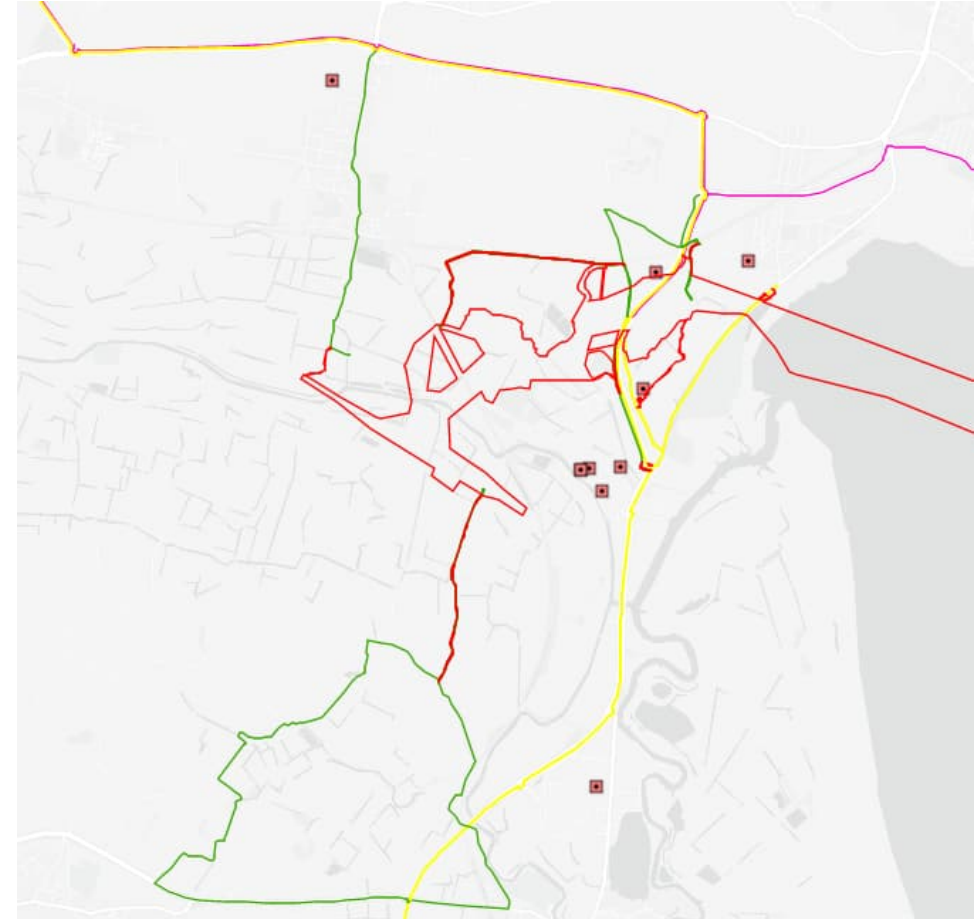
- Baseline conditions – this will also include a section on future baseline
- Study area – as per earlier slides
- Scenarios – peak construction phase (2029)
- EIA Mitigation – categorised as follows:
  - **Embedded Measures:** These are intrinsic to and built into the design. They include the avoidance 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.

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# 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
- Those proposed to be taken forward to Stage 2 are shown on the next slide (short list)
- The assessment for inter-project cumulative effects (Chapter 12) will be based on the cumulative assessment methodologies (Chapter 5)
- To be informed by a Cumulative Assessment Briefing Note (containing links to the applications/websites for the other projects)
- WebGIS to also show the project boundaries



# Cumulative Schemes (Short List with Scoping Report, October 2022)

App Ref	Planning Authority	Project and Location	Description	Distance from Project
TR020002	Planning Inspectorate	Manston Airport	Reopen and develop Manston Airport	1.8km
OL/TH/22/0414	Thanet	Land on the north side of Foxborough Lane, Ramsgate, Kent	Outline planning application for the erection of up to 115 dwellings with all matters reserved except for access	1.0km
F/TH/21/1671	Thanet	Land south of Canterbury Road West, Ramsgate, Kent	Erection of 145 dwellings, with open space, landscaping, access and associated infrastructure	0.8km
F/TH/20/0648	Thanet	Stonelees Golf Course, Ebbsfleet Lane, Ramsgate, Kent	Erection of 10 No. detached and 10 No. semi-detached 2-storey holiday homes together with single storey site office/reception building, parking and landscaping	0.1km
F/TH/19/0173	Thanet	Hoo Farm, 147 Monkton Road, Minster, Ramsgate, Kent	Erection of 23 no. dwellings following the demolition of existing buildings, with associated parking, open space and landscaping	1.6km
F/TH/22/0579	Thanet	Richborough Energy Park, Sandwich Road, Ramsgate, Kent	Extension of electricity battery storage facility to provide additional 249mw capacity including electrical plant and equipment, alterations to land levels, landscaping and associated works, following removal of existing wind turbine, site clearance and levelling	0.7km
22/00245	Dover	Goshall Valley, East Street, Ash, Kent	Environmental Impact Assessment – Scoping Opinion for a proposed solar farm	3.8km
20/00540	Dover	Field southwest of Solton Manor Farm, The Lane, Guston, Kent	Request for EIA Screening Opinion for proposed solar farm	16.7km

# Transport Assessment



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# 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
- 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

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

# Outline Public Rights of Way Management Plan

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# 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

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## Current Programme (Kent 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



## **3.8.A.2 Transport Scoping Meeting Minutes**

<b>Meeting name</b> Transport Scoping Discussion (KCC)	<b>Meeting date</b> 12/04/23	<b>Attendees</b> CC, AECOM, Terrestrial EIA Lead CB, AECOM, Transport MA, AECOM, Transport JW, Mott Macdonald, Engineering (FEED) SC, Mott Macdonald, Engineering (FEED) MB, KCC Highways, Development Planning EW, KCC Streetworks (Thanet) PV, KCC Highways (Thanet)
<b>Time</b> 11:00 – 12:00	<b>Location</b> Microsoft Teams	
<b>Project name</b> Sea Link	<b>Prepared by</b> MA	

**Apologies**  
LL, National Grid, Consents Lead (Onshore)  
PP, National Grid, Terrestrial (Transport)  
MW, AECOM, Transport  
EJVI, Mott Macdonald, Engineering (FEED)  
MB, Arup, Stakeholder Engagement  
BW, KCC Highways  
SN, KCC Highways

**Circulation list**  
As per attendees

Ref	Note	Action (Ref)
01	<p><b>Welcome and Introductions</b></p> <p>All attendees introduced themselves and their roles.</p> <p>CB summarised purpose of call, to agree scope of work, encourage feedback on transport and access, and to discuss reports for the PEIR and ES stages. A presentation would form the agenda to the meeting, in order to share information over a series of slides.</p>	-
02	<p><b>Presentation – Key Emerging Parameters</b></p> <p>CB presented the key emerging parameters for the proposed development, including proposals to assess the peak construction phase scenario (2029) to capture peak activity at the A256 access and to adopt an average of 2.0 occupancy factor (persons per vehicle) for construction staff. The majority of trips will use the A256 access compared to the secondary accesses which will be used for a shorter period earlier in the construction programme.</p> <p>CB stated that agreement is sought on peak hours for assessment, on the basis of forecast construction worker travel patterns and by adopting a flat profile of both LGV and HGV trips throughout the day.</p> <p>MB requested that both development peak hours and network peaks are assessed.</p> <p>CB agreed that both development peak hours and network peak hours would be considered.</p> <p>In terms of distribution, CB requested views on the proposed approach, which involved the use of 2021 Census data for construction staff.</p> <p>CB stated that 100% of HGV trips would be distributed to/ from the west on the A299 to provide a worst-case assessment.</p> <p>MB questioned this and it was agreed that the HGV distribution would be revisited to include a small proportion of HGVs to/ from the south and east on the A256. A suggested distribution of 80% HGVs to/ from the west, 10% to/ from the south and 10% to/ from the east was viewed as reasonable, matching the proposed LGV distribution.</p> <p>ALL routes were set out by CB.</p>	<p><b>KCC to confirm suitability of the proposed construction staff occupancy figure (K1), the proposed assessment year of 2029 (K2), and the assessment focus on the main A256 access (K3).</b></p> <p><b>KCC to confirm that in addition to the network peaks, whether the typical ‘shoulder’ peaks should be assessed as a worst-case for construction staff travel patterns, or whether adopting the anticipated development peak hours would be acceptable (K4).</b></p> <p><b>AECOM to review HGV distribution and to update the initial impact assessment (A1).</b></p>

Ref	Note	Action (Ref)
03	<p><b>Presentation – Study Area</b></p> <p>CB presented the proposed Study Area extents. Firstly for the quantitative assessment for the purpose of undertaking traffic surveys. Secondly for the qualitative assessment and for the purpose of reviewing collision data for example.</p> <p>CB sought views on the study area from KCC.</p> <p>MB responded that KCC would review the presentation once issued, to determine whether the proposed study areas were considered to be reasonable.</p> <p>CB confirmed that the presentation would be shared after the meeting and that the traffic surveys and collision data would be procured once the study areas were agreed.</p>	<p><b>AECOM to share the presentation with KCC (A2) – note: this was issued on 12/04/23 after the meeting.</b></p> <p><b>KCC to confirm whether the proposed study areas for quantitative and qualitative assessments are reasonable (K5).</b></p>
04	<p><b>Presentation – Scoping Opinion Feedback</b></p> <p>CB briefly summarised the feedback from PINS and KCC as set out within the Scoping Opinion, with the key matter that operational effects should be scoped out, with focus on effects during the construction phase.</p> <p>CB presented information on Public Rights of Way (PRoW) and walking/ cycling routes and requested details of any additional walking/ cycling routes which should be considered.</p>	<p><b>KCC to confirm whether any additional walking/ cycling routes should be considered (K6).</b></p>
05	<p><b>Presentation – Deliverables</b></p> <p>CB described the deliverable reports to be prepared, with the proposal to incorporate the Transport Assessment as part of the PEIR (rather than as a standalone report), to minimise duplication across multiple reports given the construction focus and requirement to prepare an Outline CTMP as a standalone document.</p> <p>CB welcomed views on the proposed approach.</p> <p>MB indicated that the approach to incorporate the Transport Assessment within the PEIR seemed reasonable and that KCC would review this proposal and confirm. In addition, it was noted that the KCC Public Rights of Way (PRoW) Officer should be included in any discussion regarding the management of PRoW such as information to be contained within the PRoW Management Plan and/ or Outline CTMP.</p> <p>CB mentioned that a number of cumulative schemes would be considered as identified within the presentation and asked for feedback on this once the presentation had been shared.</p>	<p><b>KCC to confirm whether the Transport Assessment can be incorporated as part of the PEIR rather than forming a separate standalone report (K7).</b></p> <p><b>KCC to provide feedback on/ confirmation of the proposed approach for the Outline CTMP and PRoW Management Plan (K8).</b></p> <p><b>KCC to advise whether any additional cumulative schemes should be considered (K9).</b></p>
06	<p><b>AOB – Access Points</b></p> <p>MB raised point regarding the A256 and how it will affect the adjacent roundabouts, including potential number of U turn movements. Also raised point regarding visibility at construction bellmouth points.</p> <p>CB confirmed that the A256 and the two nearest roundabouts to the proposed site access (K-BM02) would be included as part of the study area. In addition, CB mentioned that a package of drawings</p>	

<b>Ref</b>	<b>Note</b>	<b>Action (Ref)</b>
	<p>had been issued to KCC by Mott Macdonald earlier that morning (12/04/23).</p> <p>MB acknowledged receipt of the drawings for review.</p>	<p><b>KCC to review additional material received on 12/04/23 and to provide any comments (K10).</b></p>
<b>07</b>	<p><b>AOB – Next Steps</b></p> <p>MB stated that no further feedback would be made until KCC has reviewed the presentation in more detail.</p> <p>CB confirmed that the presentation would be shared after the meeting so that feedback and agreement could be sought on a number of items.</p> <p>CB stated that the aim is to progress the PEIR and supporting data collection. A further meeting could be held if beneficial to resolve any queries or agree any key points, unless these could be resolved by email following KCC's review of the presentation.</p> <p>MB asked whether PV or EW had any further comments. No further comments were made, other than the need to review the presentation after the meeting.</p> <p>CB confirmed that the presentation would be shared with KCC following by these meeting notes.</p> <p>Meeting ended.</p>	<p><b>AECOM to share the presentation with KCC (A2) – note: this was issued on 12/04/23 after the meeting.</b></p> <p><b>KCC to review presentation and provide feedback on items (K1-10) as identified as Actions above, as well as to provide any further comments as necessary (K11).</b></p> <p><b>AECOM to review KCC responses once received, to determine whether a further meeting should be held (A3).</b></p>

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