

Preliminary environmental information report (PEIR)

Volume 2, Part 2, Appendix 2.12.A Traffic and Transport
Scoping Opinion Response
May 2025

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ID	Ref	The Planning Inspectorate Comment	Response
PINSC3-52	3.7.1	<p>Table 12-9 Severance, driver and pedestrian delay, non- motorised user amenity, fear and intimidation and road safety – operation:</p> <p>The Scoping Report states that operational vehicle movements would not trigger the screening thresholds specified in the Institute of Environmental Management and Assessment (IEMA) Guidelines – Environmental Assessment of Traffic and Movement (2023). On this basis, the Inspectorate is content that this matter can be scoped out. However, the Environmental Statements (ES) should confirm the operational vehicle types and numbers (with reference to thresholds within the guidance) to justify this position</p>	<p>The Inspectorates agreement is noted. During the operational (and maintenance) phase the Walpole converter stations would be operated by a small team (6-8 staff) and maintenance would be limited to routine activities. Occasional HGV and Abnormal Indivisible Load access would also be required. Assuming all Walpole converter station staff drive this equates to a 16 2-way LGV trips per day (8 arrivals, 8 departures) per converter site. This equates to 32 trips per day (16 arrivals, 16 departures) in total, plus occasional maintenance vehicles and visitors.</p> <p>The Walpole B Substation is not expected to be manned, therefore the operational traffic flows would comprise vehicles associated with routine visits and fault maintenance only. It is anticipated that there would be two visits per month by two people. Assuming the substation visitors both drive this equates to 4 2-way trips per visit (2 arrivals, 2 departures).</p> <p>In total the Walpole converter station sites and Walpole B Substation are forecast to generate 36 2-way trips (18 arrivals, 18 departures). In relation to</p>

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			<p>the inspection and maintenance of the cable route vehicle movements would be limited to maintenance and staff vehicles.</p> <p>The total vehicle movements equate to approximately 32 Annual Average Daily Trips (AADT) associated with the Walpole converter stations and Walpole B Substation during the operational (and maintenance phase). This equates to less than 3 trips per hour over a 12-hour period and therefore, as set out in the EIA Scoping Report, the operational (and maintenance) phase is scoped out of this PEIR and subsequent ES.</p>
PINSC3-53	3.7.1	<p>Table 12-9 Severance, driver and pedestrian delay, non-motorised user amenity, fear and intimidation and road safety – hazardous loads</p> <p>The Scoping Report sets out that no hazardous loads are anticipated. The scoping out table (Table 12-9) does not identify a stage(s) for which this matter is to be scoped out. As such, the Inspectorate is unable to agree to scope this matter out based on the information provided.</p> <p>The ES should clarify within the ES if hazardous loads are required and at which stage of the development and where there is potential for hazardous loads to give rise to significant effects, an assessment should be undertaken and presented in the ES accordingly.</p>	<p>The Inspectorates comments are noted. No hazardous loads are anticipated during construction or operation and are therefore scoped out of this assessment.</p>
PINSC3-54	3.7.1	<p>Paragraph 3.7.3 Study area</p> <p>The Inspectorate notes that the onshore study area has been broadly defined in the Scoping Report and would be further refined as more information becomes</p>	<p>The Inspectorates comments are noted. The study area will be agreed with all relevant stakeholder prior to submission of the ES chapter.</p>

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		<p>available about the Proposed Development. The baseline data gathering and assessments in the ES should be based on a study area which captures the full range of potential significant effects on both the strategic and local and national road networks. The study area should be agreed with relevant stakeholders.</p>	
PINSC3-55	3.7.1	<p>Abnormal Indivisible Loads (AILs)</p> <p>Scoping Report Table 12.9 references potential impacts associated with hazardous loads but does not make reference to AILs to be required as part of the construction, operation or decommissioning of the Proposed Development. This should be clarified within the ES, and where there is potential for AILs that could give rise to significant effects, an assessment should be undertaken and presented in the ES accordingly.</p> <p>The Applicant's attention is drawn to the comments made by National Highways in Appendix 2 of this Opinion regarding the need to consider AILs in the EIA and consult with the National Highway Abnormal Indivisible Loads Team to discuss any matters pertaining to AIL movements.</p>	<p>The Inspectorates comments are noted. The likely number of large (Abnormal Indivisible Loads) movements, vehicle type, and preliminary routes have been set out in Table 12-22 in Volume 2, Part 2, Chapter 12 Traffic and Transport. Initial conversations have been held with National Highways spatial planning team and there will be subsequent engagement with the regional or national team (as appropriate to the category of the loads) in advance of the submission of the ES. Further information on the Abnormal Indivisible Loads including vehicle load will be presented and assessed within the ES Chapter.</p>

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