

# Hornsea Offshore Wind Farm

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Project Two

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Environmental Statement  
Volume 6 – Onshore

## **Annex 6.8.2 Planning Policy**

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SMart Wind Limited

**Hornsea Offshore Wind Farm  
Project Two – Environmental Statement**

Volume 6 - Onshore  
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## Table of Contents

1	Planning Policy .....	1
1.1	National Transport Policy.....	1
1.2	Regional Transport Policy.....	1
1.3	Local Transport Policy .....	1

# 1 PLANNING POLICY

## 1.1 National Transport Policy

### National Policy Statements

- 1.1.1 Generic impacts from traffic and transport are considered in section 5.13 of the Overarching National Policy Statement for Energy EN-1 which confirms at paragraph 5.13.2 that 'The consideration and mitigation of transport impacts is an essential part of Government's wider policy objectives for sustainable development ...'. If a project is likely to have significant transport implications, the ES should include a transport assessment and, where appropriate, a travel plan (paragraphs 5.13.3 and 5.13.4 respectively).
- 1.1.2 The NPS states that where substantial impacts arise on the surrounding transport infrastructure, applicants should seek to mitigate them, including during the construction phase. Where mitigation measures are insufficient, the IPC should ensure that the approach has sought to mitigate impacts (paragraph 5.13.6).
- 1.1.3 The IPC may attach requirements where there is likely to be substantial HGV traffic, to control HGV numbers, parking and disruption (paragraph 5.13.11).
- 1.1.4 The proposed development does not include any additional transport infrastructure as set out at paragraph 5.13.5 of the NPS.
- 1.1.5 National Policy Statement EN 3 (National Policy Statement for Renewable Energy Infrastructure) (DECC, 2011b) extends the scope of National Policy Document EN1 to cover renewable energy. Paragraph 2.6.37 requires that the effects of the onshore cable need to be assessed. No specific policy relates to construction traffic and transport. Issues relating to onshore cable routes and substations are subject to National Policy Statement EN5.
- 1.1.6 National Policy Statement EN 5 (National Policy Statement for Electricity Networks Infrastructure) (DECC, 2011c) refers back to National Policy Statement EN1 with regard to policy on assessing the impacts associated with the construction of infrastructure.

### National Planning Policy Framework

- 1.1.7 The National Planning Policy Framework (NPPF) was published in March 2012. This superseded the previous national Transport Policy set out in Planning Policy Guidance Note 13 (PPG13) and other national policy documents.
- 1.1.8 Section 4 of the NPPF is entitled, 'Promoting sustainable transport'. Paragraph 32 states: '**All developments that generate significant amounts of movements should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:**

- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.' (NPPF, para. 32)

- 1.1.9 Paragraph 35 deals with the transport of freight: *Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:*
- Accommodate the efficient delivery of goods and supplies;
  - [...] (NPPF, para. 35)

- 1.1.10 In March 2014, the NPPF was supplemented with the Planning Practice Guidance (PPG). The NPPG on travel plans, transport assessments and statements in decision-taking refers to paragraph 32 of the NPPF and states that: '**Local planning authorities must make a judgement as to whether a proposed development would generate significant amounts of movement on a case by case basis**'.

## 1.2 Regional Transport Policy

- 1.2.1 The Yorkshire and Humber Regional Spatial Strategy was abolished on 22 February 2013 and no longer provides any relevant policy in relation to Hornsea Project Two.

### East Midlands Regional Plan (July 2008)

- 1.2.2 *The East Midlands Regional Plan is due to be revoked in the near future but at the time of writing remains policy.*
- 1.2.3 Policy 43 of the East Midlands Plan sets out the objectives of the eastern sub-area. These include: '*E1 To make better use of the opportunities offered by existing ports [...] and improving linkages to major ports in adjacent Regions such as Grimsby, Immingham and Felixstowe.*' (East Midlands Regional Plan, July 2008, Policy 43, p115).
- 1.2.4 Policy 54 deals with the implementation of the Regional Freight Strategy. However, this refers to the actions of the Regional Planning Body and since this is no longer in existence the policy is assumed not to be relevant.

## 1.3 Local Transport Policy

### Lincolnshire Fourth Local Transport Plan (2013/14 to 2022/23)

This latest Local Transport Plan replaces the Third Local Transport Plan which covered the period 2011/12 to 2012/13.

The Local Transport Plan Objectives are:

- *to assist the sustainable economic growth of Lincolnshire, and the wider region, through improvements to the transport network;*

- to improve access to employment and key services by widening travel choices, especially for those without access to a car;
- to make travel for all modes safer and, in particular, reduce the number and severity of road casualties;
- to maintain the transport system to standards which allow safe and efficient movement of people and goods;
- to protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic, including HGVs;
- to improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment;
- to improve the quality of life and health of residents and visitors by encouraging active travel and tackling air quality and noise problems; and
- to minimise carbon emissions from transport across the county.

**North Lincolnshire Local Development Framework**

1.3.1 Policy 13 of the North Lincolnshire’s Supplementary Planning Document, ‘Planning for Renewable Energy Development deals with transport and highways impacts:

*“POLICY 13 - HIGHWAYS & RIGHTS OF WAY*

*Developers should consider access to proposed sites for renewable energy development from the earliest stages in putting together proposals. All proposals should be accompanied by an assessment of the full access route to the site, which should meet the requirements of the Highway Authority. Where appropriate mitigation measures should be identified.*

*Developers should also consider the impact of their proposals on existing and proposed Public Rights of Way as part of any Landscape and Visual Impact Assessment submitted with any planning application. Particular attention should be given to Natural England’s and the British Horse Society’s advice on minimum distance between Public Rights of Way/bridleways and wind turbines.”*

**North Lincolnshire Local Plan (Adopted 2003 Saved Policies)**

1.3.2 Chapter 9 of the North Lincolnshire Local Plan deals with transport. The North Lincolnshire Strategic Road Network (NLSRN) is defined. The M180, A180 and A160 are defined as ‘Category 1’ roads and the links to the north of the A160 into the Killingholme industrial area are defined as Category 3 roads. Paragraph 9.67 deals with these road types: *“9.67 In cases where developments generating significant levels of road traffic are permitted there is a need to ensure that, in line with the guidance contained in PPG13, the best use of existing infrastructure is made. Much of this traffic will make use of the NLSRN. These are roads of national and authority-wide importance, whereas some Category 3 roads and all Category 4 roads are of local importance or local roads. It is therefore important that the role of the NLSRN in*

*carrying long distance and through traffic is safeguarded. Developments that compromise these roads, in traffic or safety terms, will not be permitted”.*

1.3.3 With specific reference to freight paragraph 9.90 of the document states: *“The majority of freight movements are undertaken by road. The impact of these movements on the environment can be reduced by the increased use of rail and water transport. These are already important modes of transport in North Lincolnshire but there is the potential to increase the percentage of freight moved by these means. Government grants are available for the provision of rail and inland waterway facilities that bring environmental improvements as a result of reductions in heavy road traffic and, where appropriate, these applications will be supported”.*

1.3.4 Policy T24 deals with freight movements within the area:

*“T24 - Road Freight*

*In settlements where heavy goods vehicles endanger safety, cause community severance or environmental intrusion, and alternative routes exist, the movement and parking of these vehicles will be restricted.*

*The environmental impact of moving freight by road will be reduced by:*

- i) concentrating lorries onto the North Lincolnshire Strategic Road Network; and*
- ii) banning heavy goods vehicles from sensitive areas; and*
- iii) encouraging the development of rail freight facilities; and*
- iv) encouraging the use of the waterways.”*

**North Lincolnshire Core Strategy (Adopted 2011)**

1.3.5 Policy CS25, ‘Promoting Sustainable Transport’ states:

*Transport Network Management*

***Support the development of a freight strategy to include lorry parking sites, HGV route management and provision of facilities for (and promote the benefits of) transferring freight delivery from road to rail and/or water transport, wherever practical, particularly in relation to the movement of freight to and from the South Humber Ports and Trent Wharves***

1.3.6 Policy CS26, ‘Strategic Transport Infrastructure Proposals’ includes the following:

*The Council will support strategic infrastructure proposals to enhance North Lincolnshire’s internal and external transport connections and provide access to the area’s key strategic economic development locations by road, rail, air, water and information technology. In particular, the following key pieces of transport infrastructure and improvements to the area’s communications technology will be supported:*

- 1. Strategic Road Schemes*

- *The dualling of the A160 South Humber Bank access road between the A180(T) and South Killingholme including associated improvements to junctions along the route and at the port entrance.*

#### **North Lincolnshire Third Local Transport Plan**

- 1.3.7 The following goals relate to environmental and safety issues: *"Local Transport Goal 2 - Reduce transport related carbon dioxide emissions and protect and enhance the natural and built environment through sustainable transport solutions Local Transport Goal 3 - Improve transport safety and security relating to death or injury from transport, in order to contribute towards safer and stronger communities."*

#### **Interim Planning Guidance South Humber Gateway Transport Contributions (2011)**

- 1.3.8 North Lincolnshire Council identified the Interim Planning Guidance South Humber Gateway Transport Contributions (2011) as part of a Section 42 response. This has been examined and it is noted that Circular 05/2005 states that planning obligations are intended to make development which would otherwise be unacceptable in planning terms, acceptable.
- 1.3.9 It is the Applicant's opinion that Hornsea Project Two is not an unacceptable development and therefore such a planning obligation would not be appropriate or reasonable in the circumstances. The impacts on traffic and transport are predominantly temporary associated with construction. Traffic generated during the operational phase of the development would be negligible.

#### **North-East Lincolnshire Local Plan (Adopted 2003)**

- 1.3.10 The saved transport policies of the North-East Lincolnshire Local Plan are not directly relevant to the Hornsea Project One proposals.

#### **North-East Lincolnshire Third Local Transport Plan (2011-2026)**

- 1.3.11 The overall strategy of this document seeks to improve the quality of the main routes carrying road freight in the area including the A18, A46, A16 and A180, to minimise emissions and environmental impacts of freight movement and to support the use of rail and water for the transport of freight.

#### **East Lindsey Local Plan (Adopted 1999 Saved Policies)**

- 1.3.12 The East Lindsey Local Plan saved policies do not include any that are directly relevant to the Hornsea Project Two proposals.
- 1.3.13 The East Lindsey Local Development Scheme identifies a timetable for the development of the new Local Plan. No additional transport policies are identified.