

West Burton Solar Project

Environmental Statement Addendum Chapter 14: Transport and Access

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Issue Sheet

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Environmental Statement Addendum Chapter 14: Transport and Access

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14 Transport and Access

14.1 Introduction

14.1.1 This document is an addendum to the transport and access assessment included within the submitted Environmental Statement Chapter 14: Transport and Access (Application Document Reference: **[APP-052]**).

14.1.2 This Addendum report should be read in conjunction with ES Chapter 14: Transport and Access **[APP-052]**. This Addendum updates certain elements of ES Chapter 14.

14.1.3 In response to minor changes to the Scheme, and comments made in the relevant representations, this addendum has been prepared to provide additional information relating to:

- access locations for the grid connection corridor; and
- the effects of the Scheme on equestrians.

14.2 Updates to ES Chapter 14: Access Locations for the Grid Connection

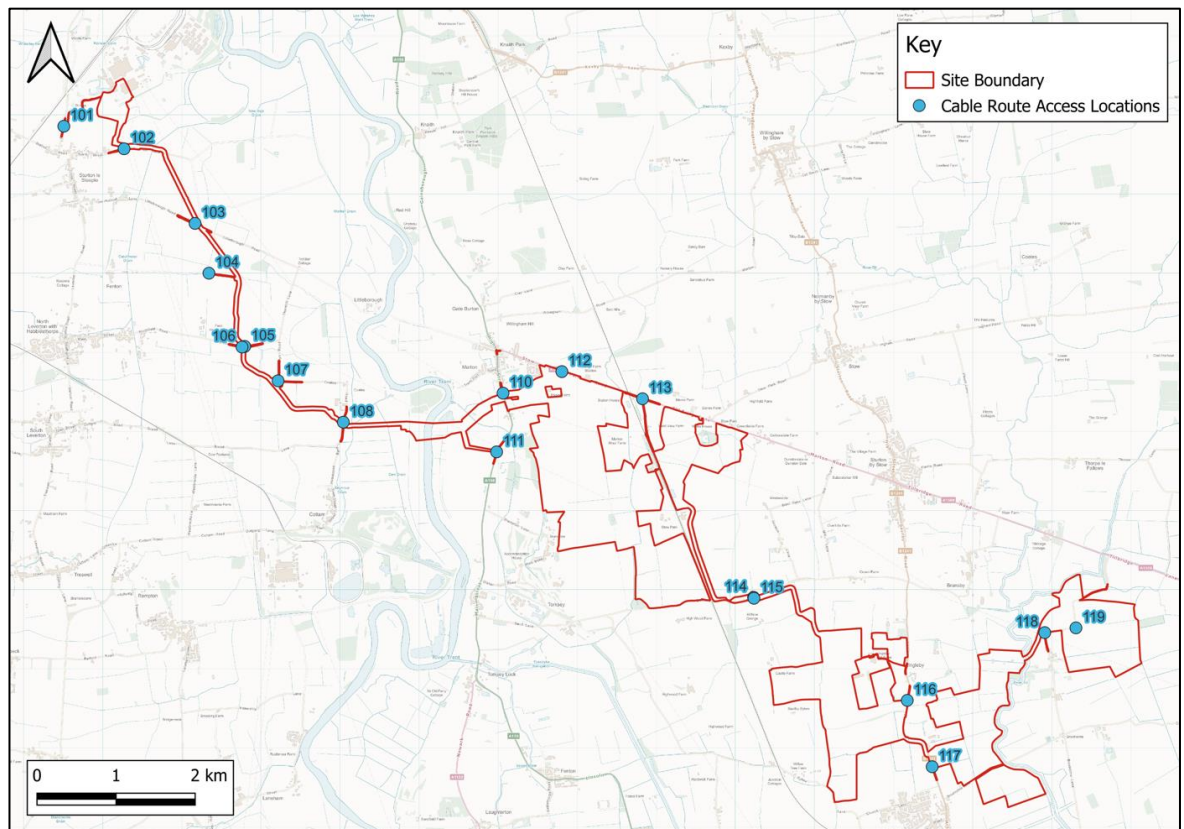
14.2.1 There have been some minor updates to the access locations within the grid connection corridor that are set out in Paragraph 14.7.55 of the ES Chapter 14: Transport and Access **[APP-052]**. The changes have been made to ensure a consistent access strategy with the Gate Burton Scheme, Cottam Scheme and West Burton Scheme for the shared element of the grid connection corridor. All accesses are set out below, with the amendments in bold. Access 109 has been removed:

- Access 101 – Gainsborough Road;
- Access 102 – Common Lane;
- Access 103 – Littleborough Road;
- Access 104 – Three Leys Lane/Fenton Lane;
- Access 105 – Northfield Road (north);
- Access 106 – Northfield Road (south);
- Access 107 – Coates Road;
- Access 108 – Headstead Bank/Coates Road;
- Access 110 – A156 – **relocated slightly to the north;**
- Access 111 – A156;
- Access 112 – A1500 Stow Park Road – **relocated slightly to the west;**
- Access 113 – A1500 Stow Park Road;
- Access 114 – Cowdale Lane (north);
- Access 115 – Cowdale Lane (south);
- Access 116 – Sturton Road;

- Access 117 – Sturton Road;
- Access 118 – Unclassified road south of the A1500; and
- Access 119 – Unclassified road south of the A1500.

14.2.2 The updated access locations are shown in **Figure 14.1** (replacing Figure 14.5 of the ES Chapter 14: Transport and Access [APP-053]).

Figure 14.1: Grid Connection Corridor Access Locations



14.2.3 The minor amendments to the cable route corridor access locations do not change the findings of ES Chapter 14: Transport and Access [APP-053] on the effects of the grid connection corridor, set out in paragraph 14.7.63.

14.3 Updates to ES Chapter 14: Inclusions of Effects on Equestrians

14.3.1 The likely effects on pedestrian delay (to include cyclists), set out in Paragraph 14.7.44 to 14.7.46 of the ES Chapter 14: Transport and Access [APP-053], and the likely effects on pedestrian amenity (to include cyclists), set out from Paragraph 14.7.47 to 14.7.49 of the ES Chapter 14: Transport and Access [APP-053] have been updated to include effects on equestrians.

Likely Effects: Pedestrian Delay (to include Cyclists and Equestrians)

- 14.3.2 The IEMA Guidelines do not set out thresholds for judging the significance of changes in levels of pedestrian delay and suggest that the assessor uses their judgement to determine whether pedestrian delay is a significant impact.
- 14.3.3 The level of pedestrian, cyclist and equestrian activity on the roads and public rights of way surrounding the Scheme is low. The intention is for public rights of way to remain open during the construction phase. There may be some slight delay to pedestrian, cyclist and equestrian movement if a construction vehicle is crossing the public right of way, but this is not likely to be material, and only in isolated locations. If temporary stopping up and diversions of public rights of way are required, they will be appropriately managed.
- 14.3.4 The likely effects on pedestrian, cyclist and equestrian delay during the construction phase are set out in **Table 14.1** (14.21 of ES Chapter 14: Transport and Access [**APP-052**]). Two public rights of way connect to the unclassified road to the south of the A1500, which provides the accesses to West Burton 1. In this location, the effects on pedestrian, cyclist and equestrian delay are considered to be minor and temporary. In the rest of the study area, the effects are considered to be negligible and temporary. In conclusion, the effects on pedestrian, cyclist and equestrian delay are not considered to be significant.

Table 14.1: Effects on Pedestrian Delay (to include Cyclists and Equestrians)

Ref	Link	Sensitivity	Nature of Effect	Significance of Effects – Pedestrian, Cyclist and Equestrian Delay
West Burton 1 & 3				
1	A15	Low	Temporary	Negligible
2	A1500 Till Bridge Lane	Low	Temporary	Negligible
West Burton 1				
3	Unclassified Road south of A1500	Medium	Temporary	Minor
West Burton 2				
4	A57 Lincoln Road	Low	Temporary	Negligible
5	B1241 Mill Lane/Sturton Road	Medium	Temporary	Negligible

Likely Effects: Pedestrian Amenity (including Fear and Intimidation and to include Cyclists and Equestrians)

- 14.3.5 The IEMA Guidelines suggest that a threshold for judging changes to pedestrian amenity as a result of the project should be “*where the traffic flows (or its lorry component) is halved or doubled*” (paragraph 4.39). The IEMA guidelines does acknowledge that applying a percentage change in traffic to determine the effects is not considered appropriate when the baseline traffic flows are low.
- 14.3.6 As stated, the level of pedestrian, cyclist and equestrian activity on the roads surrounding the Scheme is very low meaning that the roads are of low sensitivity. However, it is acknowledged that two public rights of way connect to the unclassified road to the south of the A1500, which provides the accesses to West Burton 1. There will be some effect on the relevant pleasantness of pedestrian journeys in these locations.
- 14.3.7 The likely effects on pedestrian (and cyclist and equestrian) amenity during the construction phase are set out in **Table 14.2** (Table 14.22 of ES Chapter 14: Transport and Access [APP-052]. Where the West Burton 1 access road connects to public rights of way, the effects are considered to be minor and temporary. Elsewhere in the study area, the effects are considered to be negligible and temporary. In conclusion, the effects on pedestrian amenity (to include cyclists and equestrians) are not considered to be significant.

Table 14.2: Effects on Pedestrian Amenity (to include Cyclists and Equestrians)

Ref	Link	Sensitivity	Nature of Effect	Significance of Effects – Pedestrian Amenity
West Burton 1 & 3				
1	A15	Low	Temporary	Negligible
2	A1500 Till Bridge Lane	Low	Temporary	Negligible
West Burton 1				
3	Unclassified Road south of A1500	Medium	Temporary	Minor
West Burton 2				
4	A57 Lincoln Road	Low	Temporary	Negligible
5	B1241 Mill Lane/Sturton Road	Medium	Temporary	Negligible

14.4 Summary

14.4.1 Minor changes to the Scheme, responding to comments made in the relevant representations and developments in the design of the Scheme following further engagement with other solar developers that share the Shared Cable Route Corridor, have been set out in this addendum. The amendments do not change the conclusions set out in Paragraph 14.9.12 of the ES Chapter 14: Transport and Access [APP-052].