

Cottam Solar Project

Environmental Statement Addendum: Chapter 14: Transport and Access

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Issue Sheet

Report Prepared for: Cottam Solar Project Ltd.

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-049]).

14.1.2 This Addendum report should be read in conjunction with ES Chapter 14: Transport and Access [APP-049]. 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

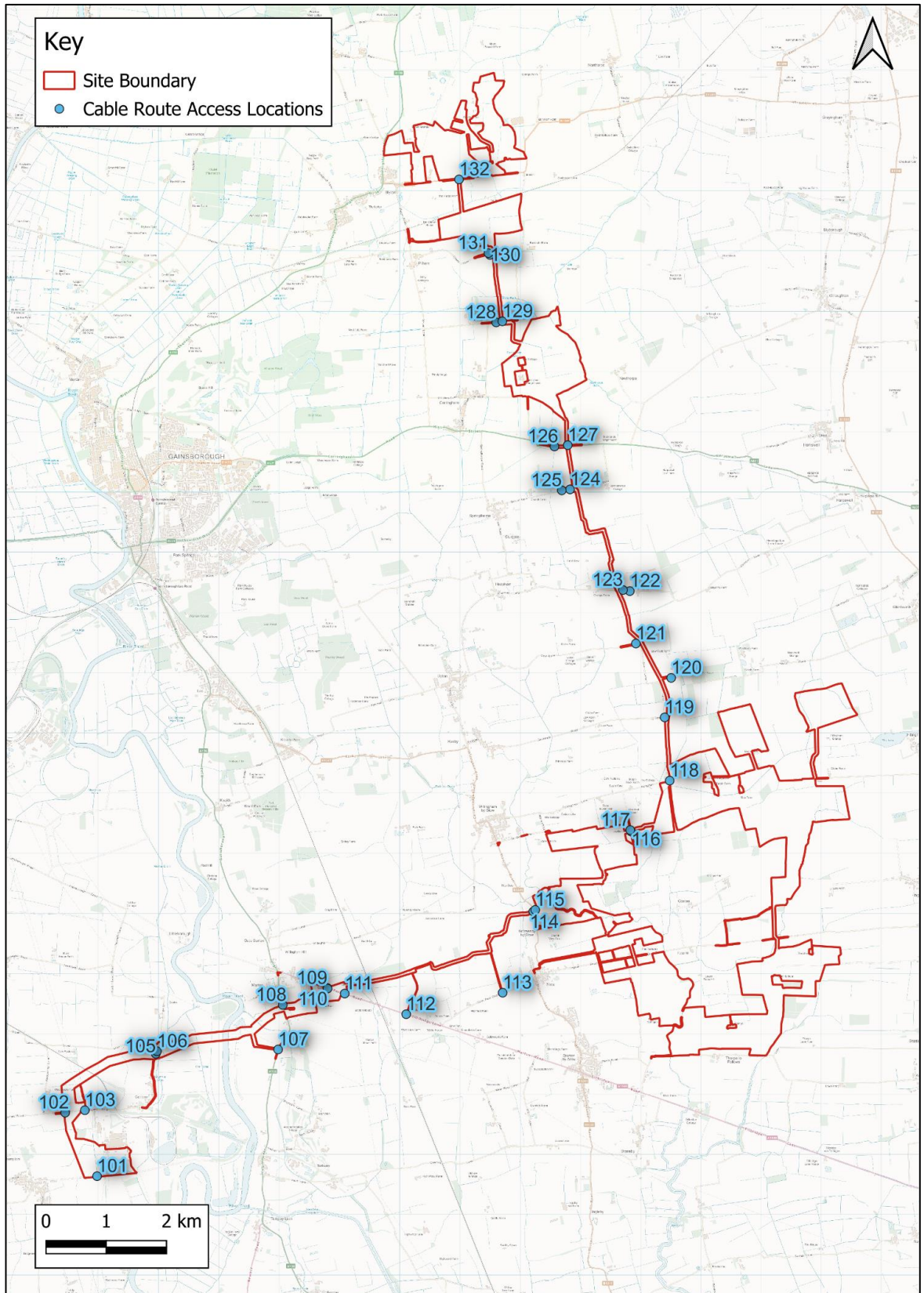
14.2.1 There have been some minor updates to the access locations within the grid connection corridor that are set out in Paragraph 14.7.60 of the ES Chapter 14: Transport and Access [APP-049]. The changes have been made to ensure a consistent access strategy with the Gate Burton Scheme and West Burton Scheme for the shared element of the grid connection corridor. All accesses are set out below, with the amendments in bold. Access 104 has been removed.

- Grid Connection Access 101 – Torksey Ferry Road (Nottinghamshire) (to be accessed via Access 102 and internal track)
- Grid Connection Access 102 and 103– Cottam Road (Nottinghamshire);
- Grid Connection Access 105 and 106 – Headsted Bank (Nottinghamshire);
- Grid Connection Access 107 and 108 – A156 High Street south of Marton (Lincolnshire);
- Grid Connection Access 109, 110, 111 and 112 – A1500 Till Bridge Lane (Lincolnshire);
- Grid Connection Access 113 – Stow Park Road (Lincolnshire);
- Grid Connection Access 114 and 115 – B1241 Normanby Road (Lincolnshire);
- Grid Connection Access 116 and 117 – South Lane (Lincolnshire);
- Grid Connection Access 118 – Willingham Road (Lincolnshire);
- Grid Connection Access 119 – Glentworth Road (Lincolnshire);
- Grid Connection Access 120 – Kexby Road (Lincolnshire);
- Grid Connection Access 121 – Cow Lane (Lincolnshire);

- Grid Connection Access 122 and 123 – B1241 Common Lane (Lincolnshire);
- Grid Connection Access 124 and 125 – School Lane (Lincolnshire);
- Grid Connection Access 126 and 127 – A631 (Lincolnshire);
- Grid Connection Access 128 and 129 – Pilham Lane (Lincolnshire);
- Grid Connection Access 130 and 131 – Pilham Lane (Lincolnshire);
- Grid Connection Access 132 – B1205 Kirton Road (Lincolnshire);

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-049]).

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-049] on the effects of the grid connection corridor, set out from paragraph 14.7.68.

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 Paragraphs 14.7.46 to 14.7.48 of the ES Chapter 14: Transport and Access [APP-049], and the likely effects on pedestrian amenity (to include cyclists), set out in Paragraphs 14.7.49 to 14.7.51 of the ES Chapter 14: Transport and Access [APP-049] 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 (Table 14.22 of ES Chapter 14: Transport and Access [APP-049]). Where links connect 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 delay (to include cyclists and equestrians) 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 Delay
Cottam 1, 2, 3a and 3b				
1	A15	Low	Temporary	Negligible
Cottam 1				
2	Till Bridge Lane	Low	Temporary	Minor
3	Thorpe Lane	Medium	Temporary	Minor
4	Stow Lane	Medium	Temporary	Minor
5	Ingham Road	Medium	Temporary	Minor
6	Fleets Lane	Medium	Temporary	Negligible
7	Coates Lane (East of Normanby-by-Stow)	Medium	Temporary	Negligible
8	Willingham Road	Medium	Temporary	Negligible
9	South Lane	Medium	Temporary	Negligible
Cottam 2				
10	A631	Low	Temporary	Negligible
11	Access Road	Medium	Temporary	Negligible
Cottam 3a and 3b				
12	Kirton Road (B1205)	Medium	Temporary	Negligible
13	Station 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 the threshold for judging changes to pedestrian amenity as a result of a 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 the addition of HGVs to the network will affect the relative pleasantness of any pedestrian, cyclist and equestrian journeys in the area. It is also acknowledged that a number of public rights of way pass through the Scheme. However, as identified in Table 14.6 of the ES Chapter 14 [APP-049], usage

is relatively low. Notwithstanding this, there will be some effect on the relevant pleasantness of pedestrian, cyclist and equestrian 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 14.23 of ES Chapter 14: Transport and Access [APP-049]). Where links connect 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 14.23: Effects on Pedestrian Amenity (to include Cyclists and Equestrians)

Ref	Link	Sensitivity	Nature of Effect	Significance of Effects – Pedestrian Delay
Cottam 1, 2 and 3				
1	A15	Low	Temporary	Negligible
Cottam 1				
2	Till Bridge Lane	Low	Temporary	Minor
3	Thorpe Lane	Medium	Temporary	Minor
4	Stow Lane	Medium	Temporary	Minor
5	Ingham Road	Medium	Temporary	Minor
6	Fleets Lane	Medium	Temporary	Negligible
7	Coates Lane (East of Normanby-by-Stow)	Medium	Temporary	Negligible
8	Willingham Road	Medium	Temporary	Negligible
9	South Lane	Medium	Temporary	Negligible
Cottam 2				
10	A631	Low	Temporary	Negligible
11	Access Road	Medium	Temporary	Negligible
Cottam 3a and b				
12	Kirton Road (B1205)	Medium	Temporary	Negligible
13	Station 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 the 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 14.9.9 of the ES Chapter 14: Transport and Access [APP-049].