

**Tillbridge Solar Project
EN010142**

**Volume 6
Environmental Statement**

**Appendix 16-1: Transport and Access Legislation, Policy and
Guidance**

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**Regulation 5(2)(a)
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Table of Contents

1.	Introduction	1
1.1	Purpose of this Appendix	1
2.	National Legislation, Policy and Guidance.....	1
2.2	National Legislation	1
2.3	National Policy Statements	1
2.4	National Planning Policy Framework (NPPF) 2021	14
2.5	National Planning Policy Guidance (NPPG)	20
2.6	National Guidance	20
3.	Local Planning Policy and Guidance	21
3.1	Local Planning Policy.....	21
4.	References	29

Tables

Table 1.	Relevant NPS Policy for Transport and Access	3
Table 2.	Relevant NPPF Policy for Transport and Access	15
Table 3.	Relevant local policy and guidance with respect to Transport and Access ..	23

1. Introduction

1.1 Purpose of this Appendix

- 1.1.1 This Environmental Statement (ES) appendix identifies and describes the legislation, policy and supporting guidance considered relevant to the assessment of the likely significant effects of the Scheme on Transport and Access.
- 1.1.2 Legislation, policy and guidance are considered at national, regional and local levels.
- 1.1.3 This ES appendix does not assess the Scheme against legislation and policy instead the purpose of considering legislation and policy in the Environmental Impact Assessment (EIA) is twofold:
- a. To identify legislation and policy that could influence the sensitivity of receptors (and therefore the significance of effects) and any requirements for mitigation; and
 - b. To identify legislation and policy that could influence the methodology to be used within the Environmental Statement which will be presented in the Environmental Statement. For example, a policy may require the assessment of an impact or the use of a specific methodology.
- 1.1.4 Instead, the relevant legislation and policy will be assessed within the **Planning Statement [EN010142/APP/7.2]**. The following sections identify and describe the legislation, policy and supporting guidance considered specifically relevant to the Transport and Access assessment, which has been taken into account in preparing the ES.

2. National Legislation, Policy and Guidance

- 2.1.1 Legislation, policy and guidance relating to the Transport and Access, and pertinent to the Scheme, comprises:

2.2 National Legislation

- 2.2.1 There is no specific national legislation relevant to Transport and Access.

2.3 National Policy Statements

- 2.3.1 The type of energy generating technology incorporated by the Scheme (solar photovoltaic generation) is specifically referenced within the following National Policy Statements (NPS), therefore the EIA takes these NPSs into account:
- a. Overarching National Policy Statement for Energy (EN1) (November 2023) (Ref 1);

- b. National Policy Statement for Renewable Energy Infrastructure (EN-3) (November 2023) (Ref 2); and
- c. National Policy Statement for Electricity Networks Infrastructure (EN-5) (November 2023) (Ref 3).

2.3.2 The above NPS were released in November 2023, and came into effect on 17 January 2024. These NPSs set out the Government's energy policy, the need for new infrastructure and guidance for determining an application for a Development Consent Order (DCO). The NPSs include specific criteria and issues which should be covered by applicants' in their assessments of the effects of their scheme, and how the decision maker should consider these impacts and mitigation measures.

2.3.3 The relevant NPS requirements, together with an indication of where in the ES the information is provided to address these requirements, are provided in **Table 1**. NPS EN-5 does not contain any relevant guidance on transport and access, therefore **Table 1** only lists relevant NPS requirements from NPS EN-1 and NPS EN-3.

Table 1. Relevant NPS Policy for Transport and Access

Relevant NPS paragraph reference	Requirement of the NPS	Location of information provided to address this
National Policy Statement for Energy EN-1		
Paragraph 5.11.30	Public Rights of way, National Trails, and other rights of access to land are important recreational facilities for example for walkers, cyclists and horse riders. The Secretary of State should expect applicants to take appropriate mitigation measures to address adverse effects on coastal access, National Trails, other rights of way and open access land and, where appropriate, to consider what opportunities there may be to improve or create new access. In considering revisions to an existing right of way, consideration should be given to the use, character, attractiveness, and convenience of the right of way.	<p>Section 16.6 of Chapter 16: Transport and Access of this ES [EN010142/APP/6.1] lists potentially impacted Public Rights of Way (PRoW) whilst Section 16.7 to 16.8, assesses impacts of the Scheme, including impact on PRoW.</p> <p>Section 7 of the Framework Construction Traffic Management Plan (CTMP) [EN010142/APP/7.11] sets out PRoW management and mitigation during construction phase.</p> <p>The Framework PRoW Management Plan [EN010142/APP7.16] also provides a summary of PRoW mitigation measures to avoid adverse effects.</p>
Paragraph 5.14.5	If a project is likely to have significant transport implications, the applicant's ES (see Section 4.3) should include a transport appraisal. The DfT's Transport Analysis Guidance (TAG) and Welsh Governments WeITAG264 provides guidance on modelling and assessing the impacts of transport schemes	The transport implications are considered in Chapter 16: Transport and Access of this ES [EN010142/APP/6.1] .
Paragraph 5.14.6	National Highways and Highways Authorities are statutory consultees on Nationally Significant Infrastructure Project (NSIP) applications including	Section 16.5 of Chapter 16: Transport and Access of this ES [EN010142/APP/6.1] and Section 1 of the Transport Assessment (Appendix 16-2 of this ES

Relevant NPS paragraph reference	Requirement of the NPS	Location of information provided to address this
	energy infrastructure where it is expected to affect the strategic road network and / or have an impact on the local road network. Applicants should consult with National Highways and Highways Authorities as appropriate on the assessment and mitigation to inform the application to be submitted.	<p>[EN010142/APP/6.2]) provide a summary of consultation responses, including responses from National Highways.</p> <p>Section 8 of the Transport Assessment (Appendix 16-2) of this ES [EN010142/APP/6.2]) considers the impact of the Scheme during construction, operation and decommissioning phases. Details of consultation carried out with the Local Highways Authorities (LHAs) is provided in Annex A.</p>
Paragraph 5.14.7	<p>The applicant should prepare a travel plan including demand management and monitoring measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by active, public and shared transport to:</p> <ul style="list-style-type: none"> • Reduce the need for parking associated with the proposal; • Contribute to decarbonisation of the transport network; and • Improve user travel options by offering genuine modal choice. 	<p>A Travel Plan is provided as part of the Framework CTMP [EN010142/APP/7.11]. Section 7 of the Framework CTMP [EN010142/APP/7.11] incorporates the Travel Plan, including staff travel measures. Section 8 further goes on to discuss the compliance and enforcement of measures.</p>
Paragraph 5.14.8	<p>The assessment should also consider any possible disruption to services and infrastructure (such as road, rail and airports).</p>	<p>Section 6 of the Transport Assessment (Appendix 16-2 of this ES [EN010142/APP/6.2]) considers the impact on other services and concludes that the</p>

Relevant NPS paragraph reference	Requirement of the NPS	Location of information provided to address this
Paragraph 5.14.9	<p>If additional transport infrastructure is needed or proposed, it should always include good quality walking, wheeling and cycle routes, and associated facilities (changing/storage etc) needed to enhance active transport provision.</p>	<p>scheme is not anticipated to have an impact on existing local public transport services.</p> <p>Section 8 of the Transport Assessment (Appendix 16-2 of this ES [EN010142/APP/6.2]) considers the impact of the Scheme during construction, operation and decommissioning phases.</p> <p>Section 5 of the Transport Assessment (Appendix 16-2 of this ES [EN010142/APP/6.2]) details the Scheme proposals and states that only Site access improvements will be implemented in terms of new infrastructure, no changes will be made to other highway/mobility infrastructure. The need for management and mitigation measures is considered in Section 8.</p>
Paragraph 5.14.11	<p>Where mitigation is needed, possible demand management measures must be considered. This could include identifying opportunities to:</p> <ul style="list-style-type: none"> • Reduce the need to travel by consolidating trips; • Locate development in areas already accessible by active travel and public transport; • Provide opportunities for shared mobility; 	<p>Section 7 of the Framework CTMP [EN010142/APP/7.11] sets out measures and controls for mitigation of transport impacts.</p> <p>Section 7 of the Framework CTMP [EN010142/APP/7.11] details measures to mitigate the development impact through management, potential collaboration with other solar farm developments and through the provision of shuttle bus services. It also incorporates the Travel Plan, including staff travel measures and controls for transport mitigation for HGVs, LGVs and staff movement traffic</p>

Relevant NPS paragraph reference	Requirement of the NPS	Location of information provided to address this
Paragraph 5.14.12	<ul style="list-style-type: none"> • Re-mode by shifting travel to a sustainable mode that is more beneficial to the network; • Retime travel outside of the known peak times; and • Reroute to use parts of the network that are less busy. <p>All stages of the project should support and encourage a modal shift of freight from road to more environmentally sustainable alternatives, such as rail, cargo bike, maritime and inland waterways, as well as making appropriate provision for and infrastructure needed to support the use of alternative fuels including charging for electric vehicles</p>	<p>to avoid adverse effects. Section 8 further goes on to discuss the compliance and enforcement of measures.</p> <hr/> <p>Section 16.3 of Chapter 16: Transport and Access of this ES [EN010142/APP/6.1], Section 5 of the Transport Assessment (Appendix 16-2 of this ES [EN010142/APP/6.2]) considers the potential to use waterways and rail.</p>
Paragraph 5.14.13	<p>Regard should always be given to the needs of freight at all stages in the construction and operation of the development including the need to provide appropriate facilities for HGV drivers as appropriate</p>	<p>Section 6.8 of the Framework CTMP [EN010142/APP/7.11] considers provision for HGVs at construction compounds.</p> <p>Section 7 of the Framework CTMP [EN010142/APP/7.11] promotes measures to manage and accommodate HGV traffic.</p> <p>Measures to manage abnormal loads are provided in the Appendix C (AIL Management Plan) of the Framework CTMP [EN010142/APP/7.11]</p>

Relevant NPS paragraph reference	Requirement of the NPS	Location of information provided to address this
Paragraph 5.14.14	<p>The Secretary of State may attach requirements to a consent where there is likely to be substantial HGV traffic that:</p> <ul style="list-style-type: none"> • Control numbers of HGV movements to and from the site in a specified period during its construction and possibly on the routing of such movements. • Make sufficient provision for HGV parking and associated high quality drive facilities either on the site or at dedicated facilities elsewhere, to support driver welfare, avoid ‘overspill’ parking on public roads, prolonged queuing on approach roads and uncontrolled on-street HGV parking in normal operating conditions. • Ensure satisfactory arrangements for reasonably foreseeable abnormal disruption, in consultation with network providers and the responsible police force. 	<p>Section 7 of the Framework CTMP [EN010142/APP/7.11] promotes measures to manage and accommodate HGV traffic, as well as controls for transport mitigation for HGVs, LGVs and staff movement traffic to avoid adverse effects.</p> <p>Measures to manage abnormal loads are provided in Appendix C (AIL Management Plan) of the Framework CTMP [EN010142/APP/7.11].</p>
Paragraph 5.14.15	<p>The Secretary of State should have regard to the cost-effectiveness of demand management measures compared to new transport infrastructure, as well as the aim to secure more sustainable patterns of transport development when considering mitigation measures.</p>	<p>Section 7 of the Framework CTMP [EN010142/APP/7.11] includes measures to mitigate impacts through management.</p>
Paragraph 5.14.18	<p>A new energy NSIP may give rise to substantial impacts on the surrounding transport infrastructure and the Secretary of State should therefore ensure that the applicant has sought to mitigate these impacts, including during the construction phase of the development and</p>	<p>Section 7 of the Framework CTMP [EN010142/APP/7.11] sets out measures and controls for transport mitigation for HGVs, LGVs and staff movement traffic to avoid adverse effects.</p>

Relevant NPS paragraph reference	Requirement of the NPS	Location of information provided to address this
	by enhancing active, public and shared transport provision and accessibility.	Section 16.8 of Chapter 16: Transport and Access of the ES [EN010142/APP/6.1] provides an assessment of temporary partial or full road closures during construction. The exact duration and management measures for closures would be secured as part of the detailed CTMP for the Scheme.
Paragraph 5.14.20	Development consent should not be withheld provided that the applicant is willing to enter into planning obligations for funding new infrastructure or requirements can be imposed to mitigate transport impacts. In this situation the Secretary of State should apply appropriately limited weight to residual effects on the surrounding transport infrastructure.	Section 8 of the Transport Assessment (Appendix 16-2) of this ES [EN010142/APP/6.2]) considers the impact of the Scheme during construction, operation and decommissioning phases. Section 7 of the Framework CTMP [EN010142/APP/7.11] details the proposed mitigation and management measures, while measures specifically related to abnormal loads are set out in Appendix C (AIL Management Plan) of the Framework CTMP [EN010142/APP/7.11] .
Paragraph 5.14.21	The Secretary of State should only consider refusing development on highways grounds if there would be an unacceptable impact on highway safety, residual cumulative impacts on the road network would be severe, or it does not show how consideration has been given to the provision of adequate active public or shared transport access and provision.	Section 18.17 of Chapter 18: Cumulative Effects and Interactions of this ES [EN010142/APP/6.1] considers the transport related cumulative impacts. Section 8 of the Transport Assessment (Appendix 16-2) of this ES [EN010142/APP/6.2]) considers the impact of the scheme during construction, operation and decommissioning phases.

Relevant NPS paragraph reference	Requirement of the NPS	Location of information provided to address this
National Policy Statement for Renewable Energy EN-3		
Paragraph 2.10.35	Applicants will need to consider the suitability of the access routes to the proposed site for both the construction and operation of the solar farm with the former likely to raise more issues.	Section 7 of the Framework CTMP [EN010142/APP/7.11] sets out measures and controls for mitigation of transport impacts.
Paragraph 2.10.44	Applicants should consider and maximise opportunities to facilitate enhancements to the public rights of way and the inclusion, through site layout and design of access, of new opportunities for the public to access and cross proposed solar development sites (whether via the adoption of new public rights of way or the creation of permissive paths), taking into account, where appropriate, the views of landowners.	Section 16.9 of Chapter 16: Transport and Access of the ES [EN010124/APP/6.1] describes the permissive pathways to be introduced as part of the Scheme.
Paragraph 2.10.45	Applicants should set out detail on how public rights of way would be managed to ensure they are safe to use in an outline Public Rights of Way Management Plan.	The Framework PRoW Management Plan [EN010142/APP/7.16] also provides a summary of PRoW mitigation measures to avoid adverse effects.
Paragraph 2.10.123	Applicants should assess the various potential routes to the site for delivery of materials and components where the source of the materials is known at the time of the	Section 7 of the Framework CTMP [EN010142/APP/7.11] outlines restrictions on HGV

Relevant NPS paragraph reference	Requirement of the NPS	Location of information provided to address this
	application and select the route that is the most appropriate.	<p>routes and timings respectively, to reduce the Scheme impact on the highway network.</p> <p>A detailed assessment of the abnormal vehicles required by the Scheme, including vehicle routing and swept path analysis is provided within Appendix C (AIL Management Plan) of the Framework CTMP [EN010142/APP/7.11].</p>
Paragraph 2.10.124	Where the exact location of the source of construction materials, such as crushed stone or concrete is not known at the time of the application applicants should assess the worst-case impact of additional vehicles on the likely potential routes	<p>Section 6 of the Transport Assessment (Appendix 16-2 of this ES [EN010142/APP/6.2]) sets out the approach to distribution of vehicles and Section 8 provides the assessment of highway impact.</p> <p>Section 7 of the Framework CTMP [EN010142/APP/7.11] details the proposed mitigation and management measures, while measures specifically related to abnormal loads are set out in Appendix C (AIL Management Plan) of the Framework CTMP [EN010142/APP/7.11].</p>
Paragraph 2.10.125	Applicants should ensure all sections of roads and bridges on the proposed delivery route can accommodate the weight and volume of the loads and width of vehicles. Although unlikely, where modifications to roads and/or bridges are required, these should be identified, and potential effects addressed in the ES	Abnormal load routes are reviewed in the AIL Management Plan, Also the measures to manage abnormal loads are provided in Appendix C (AIL Management Plan) of the Framework CTMP [EN010142/APP/7.11] .
Paragraph 2.10.139	In some cases, the local highway authority may request that the Secretary of State impose controls on the number of vehicle movements to and from the solar farm	Section 7.2 of the Framework CTMP [EN010142/APP/7.11] outlines restrictions on HGV routes and timings respectively, to reduce the scheme

Relevant NPS paragraph reference	Requirement of the NPS	Location of information provided to address this
	site in a specified period during its construction and, possibly, on the routing of such movements particularly by heavy vehicles	impact on the highway network. The Framework CTMP has been informed by consultation with Lincolnshire and Nottinghamshire County Council's as the Local Highway Authorities (LHAs).
Paragraph 2.10.140	Where the Secretary of State agrees that this is necessary, requirements could be imposed on development consent.	Section 7 of the Framework CTMP [EN010142/APP/7.11] sets out measures and controls for mitigation of transport impacts.
Paragraph 2.10.141	Where cumulative effects on the local road network or residential amenity are predicted from multiple solar farm developments, it may be appropriate for applicants for various projects to work together to ensure that the number of abnormal loads and deliveries are minimised, and the timings of deliveries are managed and coordinated to ensure that disruption to residents and other highway users is reasonably minimised.	Section 18.17 of Chapter 18: Cumulative Effects and Interactions of this ES [EN010142/APP/6.1] considers transport-related cumulative effects. Section 7.5 of the Framework CTMP [EN010142/APP/7.11] outlines potential opportunities to combine mitigation measures from other nearby energy park construction schemes such as West Burton Solar Project, Cottam Solar Project and Gate Burton Energy Park.
Paragraph 2.10.142	It may also be appropriate for the highway authority to set limits for and coordinate these deliveries through active management of the delivery schedules through the abnormal load approval process.	Section 7 of the Framework CTMP [EN010142/APP/7.11] outlines restrictions on HGV routes and timings respectively, to reduce the Scheme impact on the highway network. Abnormal load routes are reviewed in Appendix C (AIL Management Plan) of the Framework CTMP [EN010142/APP/7.11] .

Relevant NPS paragraph reference	Requirement of the NPS	Location of information provided to address this
Paragraph 2.10.143	<p>Once consent for a scheme has been granted, applicants should liaise with the relevant local highway authority (or other coordinating body) regarding the start of construction and the broad timing of deliveries. Applicants may need to agree a planning obligation to secure appropriate measures, including restoration of roads and verges.</p>	<p>Section 7 of the Framework CTMP [EN010142/APP/7.11] includes measures to mitigate impacts through management.</p>
Paragraph 2.10.144	<p>Further it may be appropriate for any non-permanent highway improvements carried out for the development (such as temporary road widening) to be made available for use by other subsequent solar farm developments</p>	<p>Chapter 18: Cumulative Effects of this ES [EN010142/APP/6.1] includes a detailed cumulative assessment of other schemes in the area, including a scenario where construction coincides with other solar farm projects.</p> <p>Section 7.5 of the Framework CTMP [EN010142/APP/7.11] outlines potential opportunities to collaborate/coordinate other nearby energy park construction schemes such as West Burton Solar Project, Cottam Solar Project and Gate Burton Energy Park. Discussions are ongoing regarding possible shared use and preparation of a joint CTMP with other solar DCOs.</p>
Paragraph 2.10.161	<p>Once solar farms are in operation, traffic movements to and from the site are generally very light, in some instances as little as a few visits each month by a light commercial vehicle or car. Should there be a need to replace machine components, this may generate heavier</p>	<p>Section 16.9 of Chapter 16: Transport and Access of this ES [EN010142/APP/6.1] and Section 5 of the Transport Assessment (Appendix 16-2 of this ES [EN010142/APP/6.2]) include consideration of operational impact.</p>

Relevant NPS paragraph reference	Requirement of the NPS	Location of information provided to address this
	commercial vehicle movements, but these are likely to be infrequent.	

2.4 National Planning Policy Framework (NPPF) 2021

- 2.4.1 The National Planning Policy Framework (NPPF) (Ref 4) sets out the Government's planning policies for England and how these are expected to be applied. Paragraph 5 outlines that while the NPPF does not contain specific policies for NSIPs, the NPPF is still relevant when considering the determination of DCOs. Therefore the ES for the Scheme has taken the NPPF into account.
- 2.4.2 Paragraph 8 defines three overarching objectives within the NPPF, which are interdependent and need to be pursued in mutually supportive ways:
- a. **An economic objective:** to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b. **A social objective:** to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - c. **An environmental objective:** to contribute to protecting and enhancing the natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 2.4.3 Relevant NPPF requirements relating to Transport and Access, along with an indication of where this information is located within the ES to address these requirements, are provided in **Table 2**.

Table 2. Relevant NPPF Policy for Transport and Access

Relevant NPPF paragraph reference	Requirement of the NPPF	Location of information provided to address this
Paragraph 108	<p>Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:</p> <ul style="list-style-type: none"> a) The potential impacts of development on transport networks can be addressed; b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated; c) Opportunities to promote walking, cycling and public transport use are identified and pursued; d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places. 	<p>The Framework CTMP [EN010142/APP/7.11] provides details of the plan making and development proposals that have been developed to minimise the transport impacts and identify opportunities to encourage reduced car trips to/from the Site as section out in Section 7, management and measures.</p>
Paragraph 109	<p>The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will</p>	<p>The Framework CTMP [EN010142/APP/7.11] provides details of the plan making and development proposals that have been developed to minimise the transport impacts and identify opportunities to encourage reduced</p>

Relevant NPPF paragraph reference	Requirement of the NPPF	Location of information provided to address this
Paragraph 110	vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.	car trips to/from the Site as section out in Section 7, management and measures.
Paragraph 112	Planning policies should “ <i>be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned.</i> ”	<p>Section 16.5 of Chapter 16: Transport and Access of this ES [EN010142/APP/6.1] and Section 1 of the Transport Assessment (Appendix 16-2 of this ES [EN010142/APP/6.2]) provide a summary of consultation responses, including responses from National Highways.</p> <p>Section 8 of the Transport Assessment (Appendix 16-2 of this ES [EN010142/APP/6.2]) considers the impact of the Scheme during construction, operation and decommissioning phases. Details of consultation carried out with the LHAs is provided in Annex A of the Transport Assessment (Appendix 16-2 of this ES [EN010142/APP/6.2]).</p>
Paragraph 112	Maximum parking standards for residential and non-residential development should only be set where there is a clear and	Section 7.2 of the Framework CTMP [EN010142/APP/7.11] outlines caps

Relevant NPPF paragraph reference	Requirement of the NPPF	Location of information provided to address this
	<p>compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.</p>	<p>on construction staff vehicle parking; encouraging car sharing and providing an external shuttle so as to reduce the need for car travel and parking.</p>
Paragraph 113	<p>Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.</p>	<p>Section 7 of the Framework CTMP [EN010142/APP/7.11] details measures to mitigate the potential impact of the development.</p>
Paragraph 114	<p>In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:</p> <p>[...]</p> <p>d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.</p>	<p>Section 7 of the Framework CTMP [EN010142/APP/7.11] details measures to mitigate the potential impact of the development, including a range of management measures. The proposed mitigation is also set out in Sections 16.8 and 16.10 of Chapter 16: Transport and Access of this ES [EN010142/APP/6.1] with the assessment of likely impacts and effects provided in Section 16.8 and</p>

Relevant NPPF paragraph reference	Requirement of the NPPF	Location of information provided to address this
Paragraph 115	<p>Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.</p>	<p>residual effects provided in Section 16.10.</p> <p>Appendix C (AIL Management Plan) of the Framework CTMP [EN010142/APP/7.11] includes specific measures related to abnormal loads.</p> <hr/> <p>Section 16.8 of Chapter 16: Transport and Access of this ES [EN010142/APP/6.1] provides the assessment of likely impacts and residual effects are summarised in Section 16.10.</p>
Paragraph 116	<p>Within this context, applications for development should:</p> <ul style="list-style-type: none"> • Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; 	<p>An assessment of cumulative effects is provided in Chapter 18: Cumulative Effects and Interactions of this ES [EN010142/APP/6.1].</p> <hr/> <p>Policy reference has been included for completeness, however not relevant to this type of development as the Scheme has been built with the main purpose to generate electricity and export it via the Cable Route Corridor. The Scheme is not expected to generate any</p>

Relevant NPPF paragraph reference	Requirement of the NPPF	Location of information provided to address this
	<ul style="list-style-type: none"> • Address the needs of people with disabilities and reduced mobility in relation to all modes of transport; • Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; • Allow for the efficient delivery of goods, and access by service and emergency vehicles; and • Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. 	<p>movements during the operational phase other than those related to the maintenance of the Site, which are expected to be nominal.</p>
<p>Paragraph 117</p>	<p>All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.</p>	<p>A Transport Assessment has been included in Appendix 16-2 of this ES [EN010142/APP/6.2] and a Travel Plan is incorporated into the Framework CTMP [EN010142/APP/7.11].</p>

2.5 National Planning Policy Guidance (NPPG)

2.5.1 The National Planning Policy Guidance (NPPG) (Ref 5) was published on the 6 March 2014 and provides more in-depth guidance to the NPPF. The NPPG 'Travel Plans, Transport Assessments and Statements' provides guidance on how planning can take account of the impact of new development on Transport and Access.

2.5.2 The relevant NPPG paragraphs, together with an indication of where in the ES the information is (or will be) provided to address these requirements, are outlined below.

2.5.3 Paragraphs 14 and 15 of the NPPG set out the scale, scope and level of detail required in a Transport Assessment of Statement. The key issues to consider include:

"a. the planning context of the development proposal;

b. appropriate study parameters (i.e. area, scope and duration of study);

c. assessment of public transport capacity, walking/cycling capacity and road network capacity;

d. road trip generation and trip distribution methodologies and/ or assumptions about the development proposal;

e. measures to promote sustainable travel;

f. safety implications of development; and g.. mitigation measures (where applicable) – including scope and implementation strategy."

2.5.4 Paragraph 6 of the NPPG also states that when there are traffic implications on the Strategic Road Network, collaborative work should be ongoing between local planning authorities, transport authorities, network operators and other relevant bodies.

2.6 National Guidance

2.6.1 The assessment has also considered:

DfT Circular 01/2022

2.6.2 The DfT Circular 01/2022 (Ref 6) is the policy of the Secretary of State for Transport in relation to the Strategic Road Network. This policy paper explains how National Highways will:

a. Engage with the planning system; and

b. Fulfil its remit to be a delivery partner for sustainable economic growth whilst maintaining, managing and operating a safe and efficient strategic road network.

2.4.10 It addresses the requirements for roadside facilities, including heavy goods vehicles driver services and new provisions for zero emissions vehicles.

Other Industry Guidance

- 2.6.3 The Institute of Environmental Management and Assessment (IEMA) Guidelines for the Environmental Assessment of Traffic and Movement (2023) (Ref 7), provides guidance on examining the environmental impacts of developments in terms of traffic and transportation. This guidance has been used to outline the scope of the assessment.
- 2.6.4 Other Guidance documents have been taken into account alongside the above documents to guide development of this chapter, as referenced below:
- a. Design Manual for Road and Bridges (DMRB) (Ref 8Ref 8).

3. Local Planning Policy and Guidance

3.1 Local Planning Policy

- 3.1.1 Local planning policy documents concerning Transport and Access that are relevant to the Scheme, have been outlined below and policy relevant to these documents further considered within **Table 3**.

Central Lincolnshire Local Plan (2023)

- 3.1.2 The Central Lincolnshire Local Plan (Ref 9) was adopted in April 2023 and is a revision of the previous Central Lincolnshire Plan that was adopted in 2017. Following approval by the Central Lincolnshire Joint Strategic Planning Committee at the end of February 2022, consultation on the plan ran between March and May 2022.
- 3.1.3 The Local Plan contains planning policies and allocations for the growth and regeneration of Central Lincolnshire over the next 20 years. The Local Plan was revised to ensure it remains current and consistent with latest national guidelines and local circumstances.

Adopted Bassetlaw District Core Strategy and Development Management Policies Development Plan Documents (DPD) (2011)

- 3.1.4 The Bassetlaw Core Strategy (Ref 10) is the key Local Development Framework (LDF) document and provides the overarching framework for all other documents that may be produced. It sets out a vision for change in Bassetlaw to 2028, along with place-specific policy approaches taken in order to achieve this vision.
- 3.1.5 The Core Strategy was adopted on 22 December 2011 and sets out a vision of change in Bassetlaw to 2028.

Draft Bassetlaw Local Plan Main Modifications (2023)

- 3.1.6 The Draft Bassetlaw Local Plan is being produced to help guide development in Bassetlaw over the plan period from 2020 to 2038. As part of the Local Plan examination process, the independent Local Plan Inspectors have identified Main Modifications they consider necessary to ensure the

Plan is legally compliant and sound. The Main Modifications document (Ref 11) was published in August 2023.

- 3.1.7 Once adopted, the Local Plan will replace the Bassetlaw Core Strategy and Development Management Policies DPD 2011.

Neighbourhood Plans

- 3.1.8 The following Neighbourhood Plans provide relevant policy and guidance on Transport and Access and are considered further in **Table 3**.

- a. **Corringham Neighbourhood Plan** (Ref 12), formally adopted on the 24 January 2022.
- b. **Hemswell Cliff Neighbourhood Plan** (Ref 13), formally adopted on the 6 November 2023.

Table 3. Relevant local policy and guidance with respect to Transport and Access

Relevant Document	Relevant policies	Location of information provided to address this
<p>Central Lincolnshire Local Plan (Adopted April 2023)</p>	<p>Policy S48: Walking and Cycling Infrastructure Development proposals should facilitate active travel by incorporating measures suitable for the scheme from the design stage. Plans and evidence accompanying applications will demonstrate how the ability to travel by foot or cycle will be actively encouraged by the delivery of well designed, safe and convenient access for all both into and through the site. Priority should be given to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport by providing a network of high quality pedestrian and cycle routes and green corridors, linking to existing routes and public rights of way where opportunities exist, that give easy access and permeability to adjacent areas. Proposals will:</p> <ul style="list-style-type: none"> • Protect, maintain and improve existing infrastructure, including closing gaps or deficiencies in the network and connecting communities and facilities; • Provide high quality attractive routes that are safe, direct, legible and pleasant and are integrated into the wider network; • Ensure the provision of appropriate information, including signposting and way-finding to encourage the safe use of the network; • Encourage the use of supporting facilities, especially along principal cycle routes; • Make provision for secure cycle parking facilities in new developments and in areas with high visitor numbers across Central Lincolnshire; and 	<p>Section 7 of the Framework CTMP [EN010142/APP/7.11] includes measures to manage the transport of deliveries and staff to and from the Site.</p> <p>The Framework PRow Management Plan [EN010142/APP/7.16] provides details of the proposed PRow management measures.</p>

Relevant Document	Relevant policies	Location of information provided to address this
	<ul style="list-style-type: none"> • Consider the needs of all users through inclusive design. <p>Policy S53: Design and Amenity All development proposals will:</p> <ul style="list-style-type: none"> • Maximise pedestrian and cycle permeability and avoid barriers to movement through careful consideration of street layouts and access routes both within the site and in the wider context contributing to the delivery of walkable and cyclable neighbourhoods in accordance with Policy S48; • Ensure areas are accessible, safe and legible for all including people with physical accessibility difficulties; • Deliver well-considered parking, including suitable electric vehicle charging points, with appropriate landscaping provided in accordance with the parking standards set out in Policy NS18 and Policy S49; and • Deliver suitable access solutions for servicing and utilities. 	<p>Section 7 of the Framework CTMP [EN010142/APP/7.11] includes measures to manage the transport of deliveries and staff to and from the Site.</p> <p>The Framework PRow Management Plan [EN010142/APP/7.16] provides details of the proposed PRow management measures.</p>
<p>Bassetlaw District Core Strategy Development Management Policies DPD (Adopted December 2011)</p>	<p>Policy DM11: Developer Contributions & Infrastructure Provision All applications will be expected to demonstrate that the necessary infrastructure (social, physical and green) will be in place in advance of, or can be provided in tandem with, new development and, where appropriate, that arrangements are in place for its subsequent maintenance.</p>	<p>The Transport Assessment (Appendix 16-2 of this ES [EN010142/APP/6.2]) outlines infrastructure to be put in place to support the construction of the development. Section 5 of the Transport Assessment (Appendix 16-2 of this ES [EN010142/APP/6.2]) sets out the development proposals, including the works required to provide access. No other off-site transport infrastructure is proposed.</p>

Relevant Document	Relevant policies	Location of information provided to address this
		<p>Section 7 of the Framework CTMP [EN010142/APP/7.11] includes measures to manage the transport of deliveries and staff to and from the Site.</p> <p>The Framework PRow Management Plan [EN010142/APP/7.16] provides details of the proposed PRow management measures.</p> <p>Appendix C (AIL Management Plan) of the Framework CTMP [EN010142/APP/7.11] outlines any specific infrastructure work required to accommodate abnormal loads.</p>
<p>Bassetlaw Local Plan Main Modifications (August 2023)</p>	<p>Policy ST35: Design Quality</p> <p>1. All development must be of a high quality design that:</p> <ul style="list-style-type: none"> Integrates well with surrounding streets and open spaces, provides a clear and legible hierarchy of streets, routes and spaces that prioritises safe, easy and direct pedestrian, cycle and public transport movement, while ensuring the safe, convenient movement of all highway users; Ensures that all the community, including those with disabilities, can easily and safely access buildings and spaces and move around; 	<p>Section 7.5 of the Framework CTMP [EN010142/APP/7.11] outline ways that the scheme could be coordinated with other similar developments in the area. Cumulative effects and considered in Chapter 18: Cumulative Effects and Interactions of this ES [EN010142/APP/6.1].</p>

Relevant Document	Relevant policies	Location of information provided to address this
	<ul style="list-style-type: none"> • Incorporates and/or links to a well-defined green/blue infrastructure network of well-managed and maintained public and open spaces; • Ensures an appropriate level of well-integrated, convenient and visually attractive areas for motor vehicle and cycle parking informed by the most up-to-date Nottinghamshire Parking Standards unless it can be demonstrated that it is not viable or feasible to do so; and provides for external storage including waste disposal; <p>2. Where neighbouring or functionally linked sites come forward together, applicants will be expected to work together to ensure that proposals are, or can be, properly integrated.</p>	<p>The landscape design (refer to Framework LEMP submitted alongside the DCO application [EN010142/APP/7.17]) has sought to create green corridors across the Scheme, linking areas outside of the Order limits.</p> <p>Provision of equitable access to buildings and vehicle or cycle parking is not relevant to the Scheme.</p>
<p>Corringham Neighbourhood Plan (Adopted Oct 2021)</p>	<p>Policy CNP5: Local Character and the Design of New Development</p> <p>(A) Development proposals should recognise and complement the local character of the areas identified and described in the Corringham Character Assessment. As appropriate to their scale and nature proposals should:</p> <ul style="list-style-type: none"> • Deliver off-road parking provision, servicing and access arrangements in accordance with the most recently-published standards by Lincolnshire County Council; <p>(B) Development proposals alongside or serviced from rural lanes (Pilham Lane, Mill Mere Road, the lanes to and around Aisby and Yawthorpe and Springthorpe Road) as shown on the Proposals Map should respect, and where practicable enhance, the rural appearance of the byways and their green verges/hedgerows. Development proposals which would have an unacceptable impact</p>	<p>Section 5 of the Transport Assessment (Appendix 16-2 of this ES [EN010142/APP/6.2]) sets out the development proposals, including access and parking proposals.</p>

Relevant Document	Relevant policies	Location of information provided to address this
	<p>on the rural character and appearance of the identified rural byways will not be supported.</p> <p>Policy CNP1: Sustainable Development Principles All proposals for development should:</p> <p>(vi) Where appropriate, provide for sustainable transport modes, including walking and cycling.</p> <hr/> <p>Policy CNP16: Transport and Active Travel</p> <ul style="list-style-type: none"> Proposed developments that would generate additional traffic movement which would contribute towards evidenced traffic hazards should be supported by relevant measures to maintain highway safety and avoid vehicular/pedestrian conflict. Where necessary, proposals should be supported by a transport statement or assessment which sets out details of the transport issues relating to the development, including appropriate mitigation measures. Development proposals which cannot be satisfactorily or safely accommodated within the local highway network, or where the impacts cannot be appropriately mitigated, will not be supported. Development proposals should protect existing Public Rights of Way and the network of rural lanes and where appropriate incorporate them into their design and layouts. 	<p>Section 7.2 of the Framework CTMP [EN010142/APP/7.11] sets out the staff measures and controls to encourage more sustainable staff travel.</p> <hr/> <p>A Transport Assessment has been prepared to accompany the ES and is provided in Appendix 16-2 of this ES [EN010142/APP/6.2]. Section 8 includes an assessment of highway impacts, while Section 9 reviews walking and cycling impacts, including PRoW.</p>
<p>Hemswell Cliff Neighbourhood Plan (2023)</p>	<p>Policy 2: Delivering Good Design All development that includes the creation or alteration of buildings or spaces should embody principles of good design, including that the development:</p>	<p>Policy reference has been included for completeness, however not relevant to this type of development as the Scheme has been built with the main</p>

Relevant Document	Relevant policies	Location of information provided to address this
	<ul style="list-style-type: none">• Creates places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience	purpose to generate electricity and export it via the Cable Route Corridor. The Scheme is not expected to generate any movements during the operational phase other than those related to the maintenance of the Site, which are expected to be nominal.

4. References

- Ref 1 Department for Energy Security & Net Zero (2024). Overarching National Policy Statement for Energy (EN-1). Available at: <https://assets.publishing.service.gov.uk/media/655dc190d03a8d001207fe33/overarching-nps-for-energy-en1.pdf> [Accessed 05 January 2024]
- Ref 2 Department for Energy Security & Net Zero (2024). National Policy Statement for Renewable Energy Infrastructure (EN-3). Available at: <https://assets.publishing.service.gov.uk/media/655dc352d03a8d001207fe37/nps-renewable-energy-infrastructure-en3.pdf> [Accessed 05 January 2024]
- Ref 3 Department for Energy Security & Net Zero (2024). National Policy Statement for Electricity Networks Infrastructure (EN-5). Available at: <https://assets.publishing.service.gov.uk/media/655dc25e046ed400148b9dca/nps-electricity-networks-infrastructure-en5.pdf> [Accessed 05 January 2024]
- Ref 4 Ministry of Housing, Communities & Local Government (2023). National Planning Policy Framework. Available at: <https://www.gov.uk/government/publications/national-planning-policy-framework--2> [Accessed 05 January 2024]
- Ref 5 National Planning Practice Guidance (2014). Available at: <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements> [Accessed 05 January 2024]
- Ref 6 Department For Transport. The DfT Circular 01/2022. Available at: <https://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development> [Accessed 05 January 2024]
- Ref 7 The Institute of Environmental Management and Assessment (IEMA) (2023). Guidelines for the Environmental Assessment of Traffic and Movement. Available at: [REDACTED] [Accessed 08 January 2024]
- Ref 8 National Highways (2020). Design Manual for Road and Bridges (DMBR). Available at: <https://nationalhighways.co.uk/suppliers/design-standards-and-specifications/design-manual-for-roads-and-bridges-dmrb/> [Accessed 05 January 2024]
- Ref 9 Central Lincolnshire Strategic Planning Committee (2023) Adopted Local Plan 2023. Available at: Adopted Local Plan 2023 | Central Lincolnshire Local Plan (<https://www.n-kesteven.gov.uk/central-lincolnshire/adopted-local-plan-2023>) [Accessed 05 January 2024]
- Ref 10 Bassetlaw District Council (2011) Adopted Bassetlaw District Core Strategy and Development Management Policies Development Plan Documents (2011). Available at: <https://www.bassetlaw.gov.uk/planning-and-building/planning-services/planning-policy/core-strategy-and-development-policies/core-strategy-adopted-development-plan/what-is-the-core-strategy/> [Accessed 05 January 2024]
- Ref 11 Bassetlaw District Council (2023) Bassetlaw Local Plan, Main Modifications 2020-2038. Available at <https://www.bassetlaw.gov.uk/media/8099/local-plan-mm.pdf> [Accessed 05 January 2024]
- Ref 12 Corringham Neighbourhood Plan Steering Group (2021) Corringham Neighbourhood Plan 2021 to 2036. Available at: <https://www.west-lindsey.gov.uk/sites/default/files/2022->

- [02/Corringham%20NP%20Referendum%20Version.pdf](#) [Accessed 05 January 2024]
- Ref 13 Hemswell Cliff Neighbourhood Plan Steering Group (2023) The Hemswell Cliff Neighbourhood Plan. Available at: <https://www.west-lindsey.gov.uk/planning-building-control/planning/neighbourhood-planning/all-neighbourhood-plans-west-lindsey/hemswell-cliff-neighbourhood-plan> [Accessed 05 January 2024]