
EAST YORKSHIRE SOLAR FARM

**East Yorkshire Solar Farm
EN010143**

Environmental Statement

**Volume 2, Appendix 13-1: Legislation, Policy and Guidance for Transport and Access
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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 and policy are considered at national and local levels.
- 1.1.3 This appendix does not assess the Scheme against legislation and policy instead the purpose of considering legislation and policy 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 ES assessment 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. The following sections identify and describe the legislation, policy and supporting guidance considered specifically relevant to the Transport and Access assessment. These have been reviewed to understand how traffic and transport related impacts should be assessed, in terms of identifying both the level of impact of the scheme and any necessary mitigation, which has been taken into account in preparing the ES.

2. National Legislation, Policy and Guidance

2.1 Legislation

- 2.1.1 Following a review, no relevant legislation has been identified relevant to Transport and Access.

2.2 Policy

National Policy

- 2.2.1 The Scheme's proposed energy generating technology is not currently specifically referenced by a National Policy Statement (NPS). However, the EIA takes account of the following NPSs, which are considered to be matters that will be important and relevant to the Secretary of State's decision as to whether to grant a DCO for the Scheme:
- a. Overarching National Policy Statement for Energy (EN1) (Ref. 1);
 - b. National Policy Statement for Renewable Energy Infrastructure (EN-3) (Ref. 2); and

- c. National Policy Statement for Electricity Networks Infrastructure (EN-5) (Ref. 3).
- 2.2.2 The 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.
- 2.2.3 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**.

Table 1. Relevant NPS requirements for the Transport and Access assessment

Relevant NPS paragraph reference	Requirement of the NPS	Location of information provided to address this
NPS EN-1		
Paragraph 5.13.1	<p>The transport of materials, goods and personnel to and from a development during all project phases can have a variety of impacts on the surrounding transport infrastructure and potentially on connecting transport networks, for example through increased congestion. Impacts may include economic, social and environmental effects. Environmental impacts may result particularly from increases in noise and emissions from road transport. Disturbance caused by traffic and abnormal loads generated during the construction phase will depend on the scale and type of the proposal.</p>	<p>An assessment of Heavy Goods Vehicles (HGVs) including abnormal indivisible loads (AIL) and construction staff is contained within Chapter 13: Transport and Access, ES Volume 1 [EN010143/APP/6.1] as well as the Transport Assessment (TA), Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] and a Framework Construction Traffic Management Plan (CTMP), Appendix 13-5, ES Volume 2 [EN010143/APP/6.2].</p>
Paragraph 5.13.2	<p>The consideration and mitigation of transport impacts is an essential part of Government’s wider policy objectives for sustainable development as set out in Section 2.2 of this NPS</p>	<p>The TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] and the Framework CTMP, Appendix 13-5, ES Volume 2 [EN010143/APP/6.2] outline measures proposed to mitigate the transport impacts. Requirement 13 of the DCO will ensure that these measures will be developed in detail and complied with.</p> <p>Chapter 13: Transport and Access, ES Volume 1 [EN010143/APP/6.1] provides an assessment of impacts, describes traffic routing and parking measures (as evolved at this stage) and provides mitigation measures (along with the Framework Construction Environmental Management Plan (CEMP) [EN010143/APP/7.7]).</p>

**Relevant NPS Requirement of the NPS
paragraph
reference**

Location of information provided to address this

Paragraph 5.13.3	If a project is likely to have significant transport implications, the applicant's ES (see Section 4.2) should include a transport assessment, using the NATA/WebTAG139 methodology stipulated in Department for Transport guidance, or any successor to such methodology. Applicants should consult the Highways Agency and Highways Authorities as appropriate on the assessment and mitigation.	A TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] has been submitted following consultation with the local Highway Authorities including Highways England. The latest guidance on TAs has been applied.
Paragraph 5.13.4	Where appropriate, the applicant should prepare a travel plan including demand management measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by public transport, walking and cycling, to reduce the need for parking associated with the proposal and to mitigate transport impacts	Given the rural location it is acknowledged that there are limitations on staff travelling to the Site by walking, cycling and public transport. A Framework CTMP, Appendix 13-5, ES Volume 2 [EN010143/APP/6.2] outlines the measures proposed to mitigate the transport impacts. Requirement 13 of the DCO will ensure that these measures will be developed in detail and complied with. Chapter 13: Transport and Access, ES Volume 1 [EN010143/APP/6.1] provides an assessment of the transport impacts.
Paragraph 5.13.5	If additional transport infrastructure is proposed, applicants should discuss with network providers the possibility of co-funding by Government for any third-party benefits. Guidance has been issued in England which explains the circumstances where this may be possible, although the Government cannot guarantee in advance that funding will	Details of any infrastructure improvements on the local road network will be discussed with the relevant local highway authorities and included within Chapter 13: Transport and Access, ES Volume 1 [EN010143/APP/6.1] .

Relevant NPS Requirement of the NPS paragraph reference

Location of information provided to address this

	be available for any given uncommitted scheme at any specified time	
Paragraph 5.13.6	A new energy NSIP may give rise to substantial impacts on the surrounding transport infrastructure and the IPC should therefore ensure that the applicant has sought to mitigate these impacts, including during the construction phase of the development. Where the proposed mitigation measures are insufficient to reduce the impact on the transport infrastructure to acceptable levels, the IPC should consider requirements to mitigate adverse impacts on transport networks arising from the development, as set out below. Applicants may also be willing to enter into planning obligations for funding infrastructure and otherwise mitigating adverse impacts.	The TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] and Framework CTMP, Appendix 13-5, ES Volume 2 [EN010143/APP/6.2] documents have been submitted outlining the measures proposed to mitigate the transport impacts. Requirement 13 of the DCO will ensure that these measures will be developed in detail and complied with. Chapter 13: Transport and Access, ES Volume 1 [EN010143/APP/6.1] provides an assessment of impacts, describes traffic routing and parking measures (as evolved at this stage) and provides mitigation measures (along with the Framework CEMP [EN010143/APP/7.7]).
Paragraph 5.13.7	Provided that the applicant is willing to enter into planning obligations or requirements can be imposed to mitigate transport impacts identified in the NATA/WebTAG transport assessment, with attribution of costs calculated in accordance with the Department for Transport's guidance, then development consent should not be withheld, and appropriately limited weight should be applied to residual effects on the surrounding transport infrastructure.	Measures outlined in the combined Framework CTMP and Travel Plan, Appendix 13-5, ES Volume 2 [EN010143/APP/6.2] will be secured as part of the DCO application.
Paragraph 5.13.8	Where mitigation is needed, possible demand management measures must be considered and if feasible and operationally reasonable, required, before considering	The TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] and Framework CTMP, Appendix 13-5, ES Volume 2 [EN010143/APP/6.2] outline the measures proposed to

Relevant NPS Requirement of the NPS paragraph reference

Location of information provided to address this

	requirements for the provision of new inland transport infrastructure to deal with remaining transport impacts.	mitigate the transport impacts. Requirement 13 of the DCO will ensure that these measures will be developed in detail and complied with.
Paragraph 5.13.9	The IPC 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.	The TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] and Framework CTMP, Appendix 13-5, ES Volume 2 [EN010143/APP/6.2] outline the measures proposed to mitigate the transport impacts. Requirement 13 of the DCO will ensure that these measures will be developed in detail and complied with.
Paragraph 5.13.10	Water-borne or rail transport is preferred over road transport at all stages of the project, where cost-effective.	Not considered possible for the Scheme location as it is not located near a suitable waterway or railway.
Paragraph 5.13.11	The IPC may attach requirements to a consent where there is likely to be substantial HGV traffic that: a) 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; b) make sufficient provision for HGV parking, either on the site or at dedicated facilities elsewhere, to avoid 'overspill' parking on public roads, prolonged queuing on approach roads and uncontrolled on-street HGV parking in normal operating conditions; and c) ensure satisfactory arrangements for reasonably foreseeable abnormal disruption, in consultation with network providers and the responsible police force.	The TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] and Framework CTMP, Appendix 13-5, ES Volume 2 [EN010143/APP/6.2] outline the measures proposed to mitigate the transport impacts. Requirement 13 of the DCO will ensure that these measures will be developed in detail and complied with. Chapter 13: Transport and Access, ES Volume 1 [EN010143/APP/6.1] provides an assessment of impacts, describes traffic routing and parking measures (as evolved at this stage) and provides mitigation measures (along with the Framework CEMP [EN010143/APP/7.7])

Draft National Policy Statements

- 2.2.4 The Government is currently reviewing and updating the Energy NPSs. It is doing this in order to reflect its policies and strategic approach for the energy system that is set out in the Energy White Paper (December 2020) (Ref. 4), and to ensure that the planning policy framework enables the delivery of the infrastructure required for the country's transition to net zero carbon emissions. As part of the Energy NPS review process, the Government published a suite of Draft Energy NPSs for consultation on 30th March 2023. These include the following Draft NPSs, which are expected to be important and relevant to the Secretary of State's decision, and have therefore been taken into account by the EIA:
- a. Draft Overarching National Policy Statement for Energy (EN-1) (Draft NPS EN-1) (Ref. 5),
 - b. Draft National Policy Statement for Renewable Energy Infrastructure (EN-3) (Draft NPS EN3) (Ref. 6), and
 - c. Draft National Policy Statement for Electricity Networks Infrastructure (EN-5) (Ref. 7).
- 2.2.5 The consultation on the details of these provisions closed on 23 June 2023, but the documents have not yet been designated.
- 2.2.6 The transitional provisions in the draft EN-1 state that the suite of NPS will only have effect once designated in relation to those applications that are accepted for examination after the date of designation. The date for submission of the Application may mean that there is no NPS specifically in relation to ground mounted solar, but the draft NPS are "important and relevant" matters, as defined in S.105 (2)(c) of the 2008 Act, and are matters which the Secretary of State should have regard to and place significant weight on.
- 2.2.7 Given the importance of the draft NPSs, the EIA approach takes account of these new emerging documents and any subsequent formal adoption of new NSPs for energy infrastructure will be considered where relevant during the production of the ES. Where the relevant Draft NPS contain requirements that differ from the requirements of the NPSs, **Table 2** indicates where the information to address these requirements is provided within the ES.

Table 2. Relevant Draft NPS requirements for the Transport and Access assessment

Relevant Draft NPS paragraph reference	Requirement of the NPS	Location of information provided to address this
Draft NPS EN-1		
Paragraph 5.14.5	If a project is likely to have significant transport implications, the applicant's ES (see Section 4.2) 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	<p>A TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] has been submitted following consultation with the local Highway Authorities including Highways England. The latest guidance on TAs has been applied.</p> <p>Chapter 13: Transport and Access, ES Volume 1 [EN010143/APP/6.1] provides an assessment of impacts, describes traffic routing and parking measures (as evolved at this stage) and provides mitigation measures (along with the Framework CEMP [EN010143/APP/7.7]).</p>
Paragraph 5.15.6	Applicants should consult National Highways and Highways Authorities as appropriate on the assessment and mitigation.	A TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] has been submitted following consultation with the local Highway Authorities including Highways England. The latest guidance on TAs has been applied.
Paragraph 5.15.7	<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> <p style="padding-left: 40px;">a. reduce the need for parking associated with the proposal;</p>	<p>The TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] and Framework CTMP, Appendix 13-5, ES Volume 2 [EN010143/APP/6.2] outline the measures proposed to mitigate the transport impacts. Requirement 13 of the DCO will ensure that these measures will be developed in detail and complied with.</p> <p>Chapter 13: Transport and Access, ES Volume 1 [EN010143/APP/6.1] provides an assessment of impacts,</p>

**Relevant Draft Requirement of the NPS
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Location of information provided to address this

	<ul style="list-style-type: none">b. contribute to decarbonisation of the transport network;c. reduce the need to travel; andd. secure behavioural change and modal shift through an offer of genuine modal choice and to mitigate transport impacts.	describes traffic routing and parking measures etc. (as evolved at this stage) and outlines mitigation measures (along with the Framework CEMP [EN010143/APP/7.7]).
Paragraph 5.15.8	The assessment should also consider any possible disruption to services and infrastructure (such as road, rail and airports).	<p>The TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] and Framework CTMP, Appendix 13-5, ES Volume 2 [EN010143/APP/6.2] submitted outline the measures proposed to mitigate the transport impacts. Requirement 13 of the DCO will ensure that these measures will be developed in detail and complied with.</p> <p>Chapter 13: Transport and Access, ES Volume 1 [EN010143/APP/6.1] provides an assessment.</p>
Paragraph 5.15.9	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	Given the rural location it is acknowledged that there are limitations on staff travelling to the Order limits by walking, cycling and public transport. The TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] and Framework CTMP, Appendix 13-5, ES Volume 2 [EN010143/APP/6.2] submitted outline the measures proposed to mitigate the transport impacts. Requirement 13 of the DCO will ensure that these measures will be developed in detail and complied with.

**Relevant Draft Requirement of the NPS
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Location of information provided to address this

Paragraph 5.14.11	Where mitigation is needed, possible demand management measures must be considered. This could include identifying opportunities to: <ul style="list-style-type: none">a. reduce the need to travel by consolidating trips,b. locate development in areas already accessible by active travel and public transport,c. provide opportunities for shared mobility,d. re-mode by shifting travel to a sustainable mode that is more beneficial to the network,e. retime travel outside of the known peak times,f. reroute to use parts of the network that are less busy	The TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] and Framework CTMP, Appendix 13-5, ES Volume 2 [EN010143/APP/6.2] submitted outline the measures proposed to mitigate the transport impacts. Requirement 13 of the DCO will ensure that these measures will be developed in detail and complied with. Chapter 13: Transport and Access, ES Volume 1 [EN010143/APP/6.1] provides an assessment of impacts, describes traffic routing and parking measures etc. (as evolved at this stage) and outlines mitigation measures (along with the Framework CEMP [EN010143/APP/7.7]).
Paragraph 5.14.12	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	Not considered possible for the Scheme location as it is not located near a suitable waterway or railway.
Paragraph 5.14.13	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	The TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] and Framework CTMP, Appendix 13-5, ES Volume 2 [EN010143/APP/6.2] submitted outline the measures proposed to mitigate the transport impacts

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Location of information provided to address this

		Requirement 13 of the DCO will ensure that these measures will be developed in detail and complied with.
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">a. control numbers of HGV movements to and from the site in a specified period during its construction and possibly on the routing of such movementsb. make sufficient provision for HGV parking,267 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 conditionsc. ensure satisfactory arrangements for reasonably foreseeable abnormal disruption, in consultation with network providers and the responsible police force	<p>The assessment of HGVs including abnormal loads and construction staff will be contained within the Transport and Access chapter of the ES as well as the TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] and Framework CTMP, Appendix 13-5, ES Volume 2 [EN010143/APP/6.2] document.</p> <p>Chapter 13: Transport and Access, ES Volume 1 [EN010143/APP/6.1] provides an assessment.</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>The TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] and Framework CTMP, Appendix 13-5, ES Volume 2 [EN010143/APP/6.2] submitted outline the measures proposed to mitigate the transport impacts.</p>

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		Requirement 13 of the DCO will ensure that these measures will be developed in detail and complied with.
Paragraph 5.14.18	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 by enhancing active, public and shared transport provision and accessibility.	The TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] and Framework CTMP, Appendix 13-5, ES Volume 2 [EN010143/APP/6.2] submitted outline the measures proposed to mitigate the transport impacts. Requirement 13 of the DCO will ensure that these measures will be developed in detail and complied with. Chapter 13: Transport and Access, ES Volume 1 [EN010143/APP/6.1] provides an assessment of impacts, describes traffic routing and parking measures etc. (as evolved at this stage) and outlines mitigation measures (along with the Framework CEMP [EN010143/APP/7.7]).
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	The TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] and Framework CTMP, Appendix 13-5, ES Volume 2 [EN010143/APP/6.2] submitted outline the measures proposed to mitigate the transport impacts. Requirement 13 of the DCO will ensure that these measures will be developed in detail and complied with.
Paragraph 5.4.21	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	The TA (Appendix 13-4, ES Volume 2 [EN010143/APP/6.2]) and Framework CTMP (Appendix 13-5, ES Volume 2 [EN010143/APP/6.2]) submitted outline the measures proposed to mitigate the transport impacts.

**Relevant Draft Requirement of the NPS
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Location of information provided to address this

	adequate active public or shared transport access and provision	Requirement 13 of the DCO will ensure that these measures will be developed in detail and complied with. Chapter 13: Transport and Access, ES Volume 1 [EN010143/APP/6.1] provides an assessment of impacts, describes traffic routing and parking measures etc. (as evolved at this stage) and outlines mitigation measures (along with the Framework CEMP [EN010143/APP/7.7]).
Draft NPS EN-3		
Paragraph 3.10.114	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 application and select the route that is the most appropriate.	A TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] has been submitted following consultation with the local Highway Authorities including Highways England. The latest guidance on TAs has been applied.
Paragraph 3.10.115	Where the exact location of the source of construction materials, such as crushed stone or concrete is not be known at the time of the application applicants should assess the worst-case impact of additional vehicles on the likely potential routes	A TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] has been submitted following consultation with the local Highway Authorities including Highways England. The latest guidance on TAs has been applied.
Paragraph 3.10.116	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	The assessment of HGVs including abnormal loads and construction staff is contained within the Transport and Access chapter of the ES as well as the TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] .

**Relevant Draft Requirement of the NPS
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Location of information provided to address this

	required, these should be identified, and potential effects addressed in the ES	Initial site visits and route reviews have been undertaken as set out in Chapter 13: Transport and Access, ES Volume 1 [EN010143/APP/6.1] and work is on-going.
Paragraph 3.10.130	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 site in a specified period during its construction and, possibly, on the routing of such movements particularly by heavy vehicles	A TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] has been submitted following consultation with the local Highway Authorities including Highways England. The latest guidance on TAs has been applied.
Paragraph 3.10.131	Where the Secretary of State agrees that this is necessary, requirements could be imposed on development consent.	The TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] and Framework CTMP, Appendix 13-5, ES Volume 2 [EN010143/APP/6.2] submitted outline the measures proposed to mitigate the transport impacts. Requirement 13 of the DCO will ensure that these measures will be developed in detail and complied with.
Paragraph 3.10.132	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.	A TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] has been submitted following consultation with the local Highway Authorities including Highways England. The latest guidance on TAs has been applied. As set out in Chapter 17: Cumulative Effects and Interactions, ES Volume 1 [EN010143/APP/6.1] , a list of cumulative schemes has been agreed with the Local Authorities. An assessment of cumulative effects in relation

**Relevant Draft Requirement of the NPS
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Location of information provided to address this

		to Transport and Access is presented in the ES and the TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] .
Paragraph 3.10.133	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.	A TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] has been submitted following consultation with the local Highway Authorities including Highways England. The latest guidance on TAs has been applied.
Paragraph 3.10.134	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.	The TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] and Framework CTMP, Appendix 13-5, ES Volume 2 [EN010143/APP/6.2] submitted outline the measures proposed to mitigate the transport impacts. Requirement 13 of the DCO will ensure that these measures will be developed in detail and complied with.
Paragraph 3.10.135	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	The TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] and Framework CTMP, Appendix 13-5, ES Volume 2 [EN010143/APP/6.2] submitted outline the measures proposed to mitigate the transport impacts. Requirement 13 of the DCO will ensure that these measures will be developed in detail and complied with. There are currently no known other solar developments which would benefit from non-permanent highway improvements carried out by the Scheme, but the Applicant will continue discussions regarding any road improvements

**Relevant Draft Requirement of the NPS
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		with the Local Highways Authorities that could benefit other users.
Paragraph 3.10.152	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 commercial vehicle movements, but these are likely to be infrequent.	An assessment of operational phase traffic has been scoped out of the assessment as agreed with the Planning Inspectorate see Chapter 13: Transport and Access, ES Volume 1 [EN010143/APP/6.1] .
Paragraph 3.10.153	The Secretary of State is unlikely to give any more than limited weight to traffic and transport noise and vibration impacts from the operational phase of a project.	Noted. A preliminary assessment of Noise and Vibration as a consequence of the Scheme is presented in Chapter 11: Noise and Vibration, ES Volume 1 [EN010143/APP/6.1] .

National Planning Policy Framework (NPPF)

- 2.2.8 The NPPF (Ref. 8) sets out the Government's planning policies for England and how these should be applied.
- 2.2.9 The relevant NPPF paragraphs, together with an indication of where in the ES the information is (or will be) provided to address these requirements, are provided in **Table 3**.

Table 3. Relevant NPPF requirements for the Transport and Access assessment

Relevant NPPF paragraph reference	Requirement of the NPPF	Location of information provided to address this
Paragraph 104	<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>A TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] has been submitted following consultation with the local Highway Authorities including Highways England. The latest guidance on TAs has been applied.</p>
Paragraph 105	<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 vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.</p>	<p>Given the rural location it is acknowledged that there are limitations on staff travelling to the Order limits by walking, cycling and public transport. A Framework CTMP, Appendix 13-5, ES Volume 2</p>

Relevant NPPF paragraph reference	Requirement of the NPPF	Location of information provided to address this
Paragraph 106	Planning policies should “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.”	<p>[EN010143/APP/6.2] has been submitted outlining the measures proposed to mitigate the transport impacts. Requirement 13 of the DCO will ensure that these measures will be developed in detail and complied with.</p> <p>A TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] has been submitted following consultation with the local Highway Authorities including Highways England. The latest guidance on TAs has been applied.</p>
Paragraph 108	Maximum parking standards for residential and non-residential development should only be set where there is a clear and 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.	A TA, 13-4, ES Volume 2 [EN010143/APP/6.2] has been submitted following consultation with the local Highway Authorities including Highways England. The latest guidance on TAs has been applied.

Relevant NPPF paragraph reference	Requirement of the NPPF	Location of information provided to address this
Paragraph 109	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.	A TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] has been submitted following consultation with the local Highway Authorities including Highways England. The latest guidance on TAs has been applied.
Paragraph 110	In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: 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.	A TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] has been submitted following consultation with the local Highway Authorities including Highways England. The latest guidance on TAs has been applied.
Paragraph 111	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.	The TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] and Framework CTMP, Appendix 13-5, ES Volume 2 [EN010143/APP/6.2] submitted outline the measures proposed to

Relevant NPPF paragraph reference	Requirement of the NPPF	Location of information provided to address this
Paragraph 112	<p>Within this context, applications for development should:</p> <ol style="list-style-type: none"> a. 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; b. address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c. 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; d. allow for the efficient delivery of goods, and access by service and emergency vehicles; and e. be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. 	<p>mitigate the transport impacts. Requirement 13 of the DCO will ensure that these measures will be developed in detail and complied with.</p> <hr/> <p>Given the rural location it is acknowledged that there are limitations on staff travelling to the Order limits by walking, cycling and public transport. The Framework CTMP, Appendix 13-5, ES Volume 2 [EN010143/APP/6.2] submitted outlines the measures proposed to mitigate the transport impacts. Requirement 13 of the DCO will ensure that these measures will be developed in detail and complied with.</p>
Paragraph 113	<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</p>	<p>The TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] and</p>

**Relevant NPPF
paragraph
reference**

Requirement of the NPPF

**Location of information
provided to address this**

transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Framework CTMP, Appendix 13-5, ES Volume 2 [EN010143/APP/6.2]
submitted outline the measures proposed to mitigate the transport impacts. Requirement 13 of the DCO will ensure that these measures will be developed in detail and complied with.

National Planning Policy Guidance (NPPG)

- 2.2.10 The NPPG (Ref. 9) sets out guidance for the Government's planning policies for England and how these should be applied.
- 2.2.11 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 provided in **Table 4**.

Table 4. Relevant NPPG requirements for the Transport and Access assessment

Relevant NPPG paragraph reference	Requirement of the NPPG	Location of information provided to address this
Paragraph 014	<p>The need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development.</p> <p>d:</p> <ul style="list-style-type: none"> 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. 	<p>A TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] has been submitted following consultation with the local Highway Authorities including Highways England. The latest guidance on TAs has been applied.</p>
Paragraph 015	<p>The scope and level of detail in a Transport Assessment or Statement will vary from site to site but the following should be considered when settling the scope of the proposed assessment:</p> <ul style="list-style-type: none"> a. information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport) b. information about neighbouring uses, amenity and character, existing functional classification of the nearby road network; 	<p>A TA, Appendix 13-4, ES Volume 2 [EN010143/APP/6.2] has been submitted following consultation with the local Highway Authorities including Highways England. The latest</p>

**Relevant NPPG
paragraph
reference**

Requirement of the NPPG

**Location of information
provided to address this**

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| <ul style="list-style-type: none">c. data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;d. a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;e. an assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next 3 years);f. data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;g. an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area;h. an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);f. measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;g. a description of parking facilities in the area and the parking strategy of the development;h. ways of encouraging environmental sustainability by reducing the need to travel; and | <p>guidance on TAs has been applied.</p> |
|---|--|

**Relevant NPPG
paragraph
reference**

Requirement of the NPPG

**Location of information
provided to address this**

-
- i. measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads).

2.3 Guidance

2.3.1 The assessment has also considered:

Travel Plans, Transport Assessments and Statements

2.3.2 Department for Transport's (DfT) guidance on Travel Plans, Transport Assessments and Statements in Decision Taking (Ref. 10) 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.

DfT Circular 01/2022

2.3.3 The DfT Circular 01/2022 (Ref. 11) is the policy of the Secretary of State for Transport in relation to the SRN. 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.

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

Other Industry Guidance

2.3.5 The Institute of Environmental Management and Assessment (IEMA) Guidelines for the Environmental Assessment of Road Traffic (1993) (Ref. 12), 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.

2.3.6 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. 13); and
- b. DMRB Volume 11, Section 2, Part 5 – HA 205/08 Assessment and Management of Environmental Effect.

3. Local Policy and Guidance

3.1 Policy

3.1.1 The Scheme lies within the administrative areas of East Riding of Yorkshire Council and the newly formed Unitary Authority of North Yorkshire Council. North Yorkshire Council was formed on 1 April 2023 by the merger of the administrative areas of North Yorkshire County Council and its six constituent District Councils. Therefore prior to the merger and the formation of the Unitary Authority the Scheme was located in the administrative areas of Selby District Council and North Yorkshire County Council. It is expected that over time a new Local Plan for North Yorkshire Council will be prepared, however it is anticipated that this will not be in place (either adopted or at

draft review stage) within the timescale of the DCO Application and that the planning policy for Selby District Council and North Yorkshire County Council, as described within this Appendix, along with that for the East Riding of Yorkshire will continue to be the relevant local planning policy for the Scheme.

- 3.1.2 The following local policy (**Table 5**) is relevant to the assessment of the effects of the Scheme on socio-economics and land use.

Table 5. Relevant local policy and guidance

Relevant Document	Relevant policies
East Riding of Yorkshire Council's Local Transport Plan (Ref. 14)	Appendix A –Network Management Plan which sets out how East Riding of Yorkshire Council will ensure HGV drivers are directed along the most appropriate routes. A freight map for the area has been developed. Abnormal Loads are also considered in Paragraph 3.8.5 of the Plan.
East Riding Local Plan Strategy (Ref. 15)	Policy S8 (Connecting people and places) requires new development to ensure people and places are well connected. Policy EC4 (Enhancing sustainable transport) aims to increase overall accessibility, minimise congestion and improve safety. Policy EC5 (Supporting the Energy Sector) requires the effect on transport to be assessed. Policy A4 (Goole and Humberhead Levels Sub Area) aims to enhance connectivity within the sub area and with the rest of the East Riding and other important centre.
East Riding Local Plan Update (Ref. 16)	Policy S8 (Connecting people and places) requires new development to ensure people and places are well connected. Policy EC4 (Enhancing sustainable transport) to increase overall accessibility, minimise congestion, improve safety, reduce greenhouse gas emissions, encourage healthy lifestyles and reduce social exclusion. Policy EC5 (Supporting the Energy Sector) requires the effect on transport to be assessed. Policy A4 (Goole and Humberhead Levels Sub Area) aims to enhance connectivity within the sub area and with the rest of the East Riding and other important centre.
Selby District Local Plan 2005 (Ref. 16)	Policy T1 (Development in Relation to the Highway Network) requires development to be well related to the existing highways network. Policy T2 (Access to Roads) relates to the provision of creating new accesses. Policy T7 (Provision for Cyclists) promotes the provision of cycle facilities. Policy T8 (Public Rights of Way) relates to the impacts on Public Rights of Way.

Relevant Document	Relevant policies
Selby District Core Strategy Local Plan (2013) (Ref. 18)	SP15 (Sustainable Development and Climate Change) requires development to be designed to minimise traffic growth by providing a range of sustainable travel options and make provision for safe pedestrian and cycle routes. SP19 (Design Quality) relates to the creation/improvement of rights of way and facilitating sustainable modes of travel.
Selby District Council Local Plan Publication Version 2022 (Ref. 19)	Policy IC6 (Sustainable Transport, Highway Safety and Parking) requires development to consider sustainable transport routes and lowering emissions. Policy IC7 (Public Rights of Way) sets how development which has an impact on Public Rights of Way will be supported.

- 3.1.3 The East Riding Local Plan (2016) (Ref. 15) and East Riding Local Plan Update 2020 – 2039 (Ref. 16) with particular reference to Policy EC4: Enhancing sustainable transport which covers transport assessment and freight movement. Policy EC4 sets out how new development should facilitate the use of non-car modes of transport and that developments generating significant freight along the East-West Multi-Modal Transport Corridor should capitalise on the opportunities of transporting freight by means other than road.
- 3.1.4 The Selby District Local Plan Core Strategy (2013) (Ref. 18) with reference to Policy SP15 (Sustainable Development and Climate Change through consideration of sustainable travel options through Travel Plans and Transport Assessments and the provision of cycle lanes and cycling facilities, safe pedestrian routes and improved public transport facilities.
- 3.1.5 The Selby District Local Plan (2005) (Ref. 17) Policy EMP10 in relation to additional industrial development at Drax and Eggborough power stations, which provides a framework for the consideration of new development with respect to highway safety.
- 3.1.6 The policies set out above relate to how traffic and transport related impacts should be dealt with, in terms of identifying the level of impact, as well as mitigation, which might be necessary. Therefore, in accordance with the policies and guidance set out above, a Transport Assessment will be prepared (scope and approach to be confirmed with National Highways and East Riding of Yorkshire Council), which identifies the impact of the Scheme and what mitigation is required.

4. References

- Ref. 1 Department of Energy and Climate Change (DECC) (2011) National Policy Statement for Energy (EN-1). Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/47854/1938-overarching-nps-for-energy-en1.pdf. [Accessed 17 August 2023]
- Ref. 2 DECC (2011) National Policy Statement for Renewable Energy Infrastructure (EN-3). Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/47856/1940-nps-renewable-energy-en3.pdf. [Accessed 17 August 2023]
- Ref. 3 DECC (2011) National Policy Statement for Electricity Networks Infrastructure (EN-5). Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/47858/1942-national-policy-statement-electricity-networks.pdf [Accessed 17 August 2023]
- Ref. 4 Department for Energy Security and Net Zero and Department for Business, Energy & Industrial Strategy (2020). Energy white paper: Powering our net zero future. Available at: <https://www.gov.uk/government/publications/energy-white-paper-powering-our-net-zero-future> [Accessed 16 November 2023]
- Ref. 5 Department for Energy Security & Net Zero (2023). Overarching National Policy Statement for Energy (EN-1). Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1147380/NPS_EN-1.pdf. [Accessed 17 August 2023]
- Ref. 6 Department for Energy Security & Net Zero (2023). National Policy Statement for Renewable Energy Infrastructure (EN-3). Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1147382/NPS_EN-3.pdf [Accessed 17 August 2023]
- Ref. 7 Department for Energy Security & Net Zero (2023). National Policy Statement for Electricity Networks Infrastructure (EN-5). Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1147384/NPS_EN-5.pdf[Accessed 17 August 2023]
- Ref. 8 Department for Levelling Up, Housing and Communities (2023). National Planning Policy Framework. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1182995/NPPF_Sept_23.pdf [Accessed 20 September 2023]
- Ref. 9 Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government (2014). National Planning Practice Guidance. Available at: <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements> [Accessed 17 August 2023]
- Ref. 10 Department for Transport's. Department for Transport's (DfT) guidance on Travel Plans, Transport Assessments and Statements in Decision Taking. Available at: <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements> [Accessed 17 August 2023]

- Ref. 11 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 17 August 2023]
- Ref. 12 The Institute of Environmental Management and Assessment (IEMA) (1993). Guidelines for the Environmental Assessment of Road Traffic (1993) [Accessed 17 August 2023]
- Ref. 13 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 17 August 2023]
- Ref. 14 East Riding of Yorkshire Council (2021). East Riding of Yorkshire Council's Local Transport Plan. Available at: <https://www.eastriding.gov.uk/council/plans-and-policies/other-plans-and-policies-information/transport/local-transport-plan/> [Accessed 17 August 2023]
- Ref. 15 East Riding of Yorkshire Council (2016). East Riding Local Plan Strategy 2012-2029 (2016). Available at: <https://www.eastriding.gov.uk/planning-permission-and-building-control/planning-policy-and-the-local-plan/east-riding-local-plan/> [Accessed 17 August 2023]
- Ref. 16 East Riding of Yorkshire Council (2022). East Riding Local Plan Update 2020 – 2039 Proposed Submission Strategy Document Update. Available at: <https://downloads.eastriding.org.uk/corporate/planning/planning-policy-and-the-local-plan/local-plan-update-submission-and-examination/documents-submitted-for-examination/S-LP01%20Strategy%20Document%20Update.pdf> [Accessed 17 August 2023]
- Ref. 17 Selby District Council (2005). Selby District Local Plan (2005). Available at: <https://www.northyorks.gov.uk/planning-and-conservation/planning-policy/planning-policy-your-local-area/selby-planning-policy/selby-development-plan/selby-district-local-plan-2005> [Accessed 17 August 2023]
- Ref. 18 Selby District Council (2013). Selby District Core Strategy Local Plan (2013). Available at: https://www.northyorks.gov.uk/sites/default/files/fileroot/planning_migrated/planning_policy/CS_Adoption_Ver_OCT_2013_REDUCED.pdf [Accessed 17 August 2023]
- Ref. 19 Selby District Council (2022). Selby District Council Local Plan Publication Version Consultation 2022. Available at: <https://democracy.selby.gov.uk/documents/s16614/Appendix%201%20Publication%20Local%20Plan.pdf> [Accessed 17 August 2023]

