
EAST YORKSHIRE SOLAR FARM

**East Yorkshire Solar Farm
EN010143**

Environmental Statement

**Volume 2, Appendix 13-3: Communications with the Local Highways Authorities
Document Reference: EN010143/APP/6.2**

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Prepared for:

East Yorkshire Solar Farm Limited

Prepared by:

AECOM Limited

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1. Communications with the Local Highways Authorities

1.1 Purpose of Appendix

1.1.1 This Environmental Statement (ES) appendix shows the communications with the Local Highways Authorities regarding the agreement of assessment methodology for **Chapter 13: Transport and Access, ES Volume 1 [EN010143/APP/6.1]**.

1.2 North Yorkshire Council

1.2.1 This section presents email correspondence and letters to and from the Highways Department at North Yorkshire Council.

1.2.2 Discussion relating to the content of these emails is presented in Tables 13-1 and 13-2 of **Chapter 13: Transport and Access, ES Volume 1 [EN010143/APP/6.1]**.

1.2.3 The correspondence below relates to liaison undertaken in February 2023.

[Redacted]

From: [Redacted]
Sent: 13 February 2023 16:11
To: [Redacted]@northyorks.gov.uk; [Redacted]@northyorks.gov.uk
Cc: [Redacted]@northyorks.gov.uk; [Redacted]
Subject: East Yorkshire Solar Farm
Attachments: EYSF EIA Scoping Report.pdf

Dear [Redacted] & [Redacted]

I hope you're well.

Please can you review **Chapter 13 (Traffic & Transport)** of the attached scoping document associated with the DCO application for East Yorkshire Solar Farm, and provide comment / agreement of the proposed methodology within this chapter.

If possible, we would appreciate a response within 2 weeks. Many thanks and I look forward to hearing from you. We'd welcome a meeting to discuss the scope if necessary.

Kind regards,

[Redacted] BSc (Hons) CMILT
Associate Director, Transportation, Consulting
[Redacted]

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[Redacted]

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[REDACTED]

From: [REDACTED]@northyorks.gov.uk>
Sent: 16 February 2023 14:55
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: East Yorkshire Solar Farm
Attachments: ERSF Response to Scoping.pdf

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[REDACTED]

[REDACTED] has forwarded me your email received relating to the scoping opinion. Thanks for getting in touch with us. On a project management point, please copy me in to any direct emails to [REDACTED] re the EYSF application.

The Authorities responded the scoping report in October last year, a copy of the response is attached and the transport section is extracted for ease.

Transport

The Authority has reviewed the EIA scoping report for transport this morning and suggest it's a comprehensive piece of work which we are happy that the developer runs with. It is noted they will be consulting NYCC along with the other consultees so am comfortable with the chapter on transport.

If you need something further or a response to something specific can I ask you to highlight the relevant sections of the report (pages and paragraphs). I appreciate traffic and transport has its own chapter but with the scoping report set out as one document it is an unwieldy thing and your direct assistance would help.

In terms of timescales we can't guarantee that we would be able to respond within 2 weeks. If we get more details about what is needed we can discuss the most appropriate way to engage at that point.

I hope this is helpful.

[REDACTED]

[REDACTED]

Senior Policy Officer (Infrastructure)

Growth, Planning & Trading Standards | Business & Environmental Services |
North Yorkshire County Council | County Hall | Racecourse Lane |
Northallerton | North Yorkshire | DL7 8AD

[REDACTED]

1.2.4 The correspondence below relates to liaison undertaken in September 2023.

[REDACTED]

From: [REDACTED]
Sent: 14 September 2023 16:31
To: [REDACTED]@northyorks.gov.uk; [REDACTED]
Subject: East Yorkshire Solar Farm - Access Designs and Meeting Minutes for Consultation with North Yorkshire Council

Good Afternoon All,

Following our meeting regarding the access proposals for the East Yorkshire Solar Farm, we have continued to refine and develop the access proposals within the authority boundary of North Yorkshire Council and have, due to the size of the files, circulated a one-drive share invitation to allow North Yorkshire Council to review the access proposals, alongside a copy of the meeting minutes which highlighted the key points discussed during our meeting. If you can confirm that you can access this directory it would be greatly appreciated.

The drawings to review are listed below:

- 60683115-HGN-DR-CH-0120 P01 – Access off New Road 1
- 60683115-HGN-DR-CH-0123 P01 – Access South off the A63
- 60683115-HGN-DR-CH-0124 P01 – Access off the A63 to the proposed site compound
- 60683115-HGN-DR-CH-0125 P01 – Access North off Carr Lane
- 60683115-HGN-DR-CH-0126 P01 – Access of New Road 2
- 60683115-HGN-DR-CH-0127 P01 – Access North off Pear Tree Avenue for proposed site compound
- 60683115-HGN-DR-CH-0128 P01 – Access South off Pear Tree Avenue

We are seeking North Yorkshire Council's view on the above access proposals, with a particular focus upon agreeing the appropriate visibility splay parameters to apply. The access design therefore presents outline visibility splays based upon the following three parameters in order to demonstrate the changes in environmental impact:

- DMRB Stopping Sight Distance based upon the posted speed limit (which in all instances is national speed limit) in accordance with DMRB CD109 and CD123.
- Stopping Sight Distances derived based upon speed survey data that has been conducted in the vicinity of the access proposals. This approach is permissible in accordance with DMRB CD123 Section 3.5 and therefore the 85th percentile value has been utilised in order to provide a more proportionate visibility splay that ensures that the access remains safe for vehicles entering and exiting, whilst minimising the environmental impacts to adjacent land and existing hedgerows. This assessment therefore considers two speed survey parameters as follows:
 - A desirable minimum speed survey Stopping Sight Distance has been obtained using deceleration rates of 0.25g in accordance with Table 10.1 and Equation 10.1.5 of Manual for Streets 2.
 - A absolute minimum speed survey Stopping Sight Distance has been obtained using deceleration rates of 0.375g in accordance with Table 10.1 and Equation 10.1.5 of Manual for Streets 2.

This approach has recently been considered on the Gate Burton Development Consent Order in conjunction with Lincolnshire County Council and Nottinghamshire County Council in order to seek agreement on design principles that try to balance safety and environmental considerations.

If you could please review the information provided in the one-drive link and provide any comments at the earliest opportunity we can seek to respond and ensure that the any access drawing is updated for the Development Consent Order Application.

In regard to the access to the site compound off the A63 (drawing 60683115-HGN-DR-CH-0124 P01) , we noted North Yorkshire Council’s concerns regarding access and disruption to road users on the A63 and we therefore propose the following access strategy is implemented:

- Access to the Site Compound off the A63 can only originate from the west, with vehicles accessing the compound via a left turn manoeuvre only.
- Due to the existing access being a single lane, to ensure that vehicles do not enter or exit and meet on the access at the same time, the Contractor will need to put in place a controlled access system. This will require the temporary possession of the existing layby on the A63 in order to allow construction and delivery vehicles to park up and contact the site to identify whether it is safe to access. This control measure will also need to consider residential properties off this access to ensure that they can access and egress with minimum disruption.
- For construction vehicles exiting the access, they will be restricted to a right turn manoeuvre only. This will avoid any improvements to the access bellmouth within an area designated as a special area of conservation.

We would appreciate your feedback in relation to the compound access strategy.

If you have any further questions I am happy for a supplementary meeting to be arranged to discuss matters in detail.

Kind Regards.

[Redacted signature]

Principal Engineer, EUR - UK & Ireland

[Redacted name]

[Redacted contact information]

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1.2.5 The correspondence below relates to liaison undertaken in October 2023.

[REDACTED]

From: [REDACTED]
Sent: 13 October 2023 17:57
To: [REDACTED]@northyorks.gov.uk; [REDACTED]
[REDACTED]
Subject: East Yorkshire Solar Farm - Additional Information and Actions Post project meeting 12/10/23
Attachments: 60683115-HGN-MI-CH-0003 - Meeting Minutes North Yorkshire Council 121023.docx

Good Afternoon All,

Further to our meeting earlier yesterday, please find attached to this email a copy of the meeting minutes, I will attempt to issue the recording separately.

As discussed during our meeting, if North Yorkshire Council could please review the access proposals and confirm in each instance the following for each drawing:

- That the access design and location proposed by the project is acceptable.
- Agree which of the three visibility splay parameters that have been provided would be acceptable to North Yorkshire Council:
 - Stopping Sight Distance in accordance with CD109 Table 2.10 for the posted speed limit of the carriageway.
 - A desirable minimum speed survey Stopping Sight Distance obtained using deceleration rates of 0.25g in accordance with Table 10.1 and Equation 10.1.5 of Manual for Streets 2. (this approach is permissible in accordance with DMRB CD123 Section 3.5)
 - A absolute minimum speed survey Stopping Sight Distance has been obtained using deceleration rates of 0.375g in accordance with Table 10.1 and Equation 10.1.5 of Manual for Streets 2.

Once the above are agreed for each access, the project team will endeavour to update the access design proposals for the DCO Application submission.

The access and egress arrangement off the A63 was discussed during the meeting at length and, as discussed, the project team propose to implement the following strategy:

- Access to the Site Compound off the A63 can only originate from the west, with vehicles accessing the compound via a left turn manoeuvre only.
- Due to the existing access being a single lane, to ensure that vehicles do not enter or exit and meet on the access at the same time, the Contractor will need to put in place a controlled access system. This will require the temporary possession of the existing layby on the A63 in order to allow construction and delivery vehicles to park up and contact the site to identify whether it is safe to access. This control measure will also need to consider residential properties off this access to ensure that they can access and egress with minimum disruption.
- For construction vehicles exiting the access, they will be restricted to a right turn manoeuvre only. This will avoid any improvements to the access bellmouth within an area designated as a special area of conservation.
- Post Meeting Note – the project team have considered ways in which to allow vehicles travelling westbound on the A63 to access Compound D, the option we would like NYC to also consider is whether vehicles travelling westbound could turn left into the proposed access for the grid connection corridor (shown on drawing 0123) and then use a dedicated turning area to enable vehicles to turn right onto the A63 and then

turn onto the access road in a similar manner to how the parking layby to the west could be utilised. This is an alternative option that could be developed.

As discussed during the meeting, please see below a summary of the access proposals for you to consider and provide a return response:

A63 Compound D Access (Drawing 60683115-HGN-DR-CH-0124)

Visibility Splay Parameters and associated vegetation clearance / hedgerow removal listed below

Visibility _A	Description	Speed	Vegetation Clearance		Hedgerow Removal	
			Left	Right	Left	Right
215m	Desirable Minimum DMRB Design Speed	100 kph	0 m ²	678.6 m ²	0.0 m	0.0 m
176m	Desirable Minimum Speed Survey	89.3 kph _B	0 m ²	305.1 m ²	0.0 m	0.0 m
134m	Absolute Minimum Speed Survey	89.3 kph _B	0 m ²	112.2 m ²	0.0 m	0.0 m

^A Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values

^B Average daily 85th percentile (7days), worst case direction

A63 Grid Connection Corridor Access (Drawing 60683115-HGN-DR-CH-0123)

Visibility _A	Description	Speed	Vegetation Clearance		Hedgerow Removal	
			Left	Right	Left	Right
215m	Desirable Minimum DMRB Design Speed	100 kph	65.0 m ²	250.4 m ²	0.0 m	0.0 m
176m	Desirable Minimum Speed Survey	89.3 kph _B	92.8 m ²	22.6 m ²	0.0 m	0.0 m
134m	Absolute Minimum Speed Survey	89.3 kph _B	0.0 m ²	2.4 m ²	0.0 m	0.0 m

^A Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values.

^B Average daily 85th percentile (7days), worst case direction.

Pear Tree Avenue North Access (Drawing 60683115-HGN-DR-CH-0127)

Visibility _A	Description	Speed	Vegetation Clearance		Hedgerow Removal	
			Left	Right	Left	Right
215m	Desirable Minimum DMRB Design Speed	100 kph	161.3 m ²	2807.4 m ²	0.0 m	0.0 m
69m	Desirable Minimum Speed Survey	50.5 kph _B	9.5 m ²	12.9 m ²	0.0 m	0.0 m
55m	Absolute Minimum Speed Survey	50.5 kph _B	2.2 m ²	12.9 m ²	0.0 m	0.0 m

^A Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values.

^B Average daily 85th percentile (7days), worst case direction.

Pear Tree Avenue South Access (60683115-HGN-DR-CH-0128)

Visibility _A	Description	Speed	Vegetation Clearance		Hedgerow Removal	
			Left	Right	Left	Right
215m	Desirable Minimum DMRB Design Speed	100 kph	4655.9 m ²	184.7 m ²	0.0 m	0.0 m
69m	Desirable Minimum Speed Survey	50.5 kph _B	23.9 m ²	39.2 m ²	0.0 m	0.0 m
55m	Absolute Minimum Speed Survey	50.5 kph _B	8.5 m ²	46.0 m ²	0.0 m	0.0 m

^A Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values.

^B Average daily 85th percentile (7days), worst case direction.

Carr Lane Access (Drawing 60683115-HGN-DR-CH-0125)

Visibility _A	Description	Speed	Vegetation Clearance		Hedgerow Removal	
			Left	Right	Left	Right
215m	Desirable Minimum DMRB Design Speed	100 kph	0 m ²	1051.4 m ²	0.0 m	0.0 m
135m	Desirable Minimum Speed Survey	76.4 kph _B	0 m ²	304.7 m ²	0.0 m	0.0 m
104m	Absolute Minimum Speed Survey	76.4 kph _B	0 m ²	120.8 m ²	0.0 m	0.0 m

^A Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values.

^B Average daily 85th percentile (7days), worst case direction.

Access East off New Road 1 (Drawing 60683115-HGN-DR-CH-0126)

Visibility _A	Description	Speed	Vegetation Clearance		Hedgerow Removal	
			Left	Right	Left	Right
215m	Desirable Minimum DMRB Design Speed	100 kph	159.3 m ²	124.2 m ²	0.0 m	0.0 m
126m	Desirable Minimum Speed Survey	45.5 kph _B	67.3 m ²	80.2 m ²	0.0 m	0.0 m
97m	Absolute Minimum Speed Survey	45.5 kph _B	39.9 m ²	46.6 m ²	0.0 m	0.0 m

^A Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values.

^B Average daily 85th percentile (7days), worst case direction.

Access East off New Road 2 (Drawing 60683115-HGN-DR-CH-0120)

Visibility _A	Description	Speed	Vegetation Clearance		Hedgerow Removal	
			Left	Right	Left	Right
215m	Desirable Minimum DMRB Design Speed	100 kph	124.3 m ²	167.3 m ²	0.0 m _C	0.0 m
69m	Desirable Minimum Speed Survey	50.5 kph _B	88.3 m ²	100.3 m ²	0.0 m _C	0.0 m
55m	Absolute Minimum Speed Survey	50.5 kph _B	38.2 m ²	66.6 m ²	0.0 m _C	0.0 m

^A Deceleration rates defined in MfS2 Section 10.1.6 used to derive desirable and absolute minimum SSD values.

^B Average daily 85th percentile (7days), worst case direction.

^C Hedgerow removal for Bellmouth Access is 30.6m.

Kind Regards.

[Redacted Signature]

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1.2.6 The correspondence below shows the minutes of a meeting undertaken in October 2023.

Ref	Item	Action	Responsible	Due by
	<p>order limits so the scheme will be seeking temporary possession powers in order to implement this proposal.</p> <p>PR expressed concern about visibility to the east of the compound D access. JCH presented the associated drawing and outlined that all 3 visibilities splays are available on the drawings and there is clear visibility afforded to vehicles wishing to egress the compound.</p>			
03	<p><u>Request for Comment</u></p> <p>CH questioned North Yorkshire council requesting a time frame in which AECOM will receive comments on the access proposals.</p> <p>MR questioned the level of detail the comments required.</p> <p>JCH outlined the that the project team are seeking confirmation that North Yorkshire Council are happy with the access locations, and wish North Yorkshire Council to confirm which visibility splay they would agree to utilize at each access location.</p>	<p>PR to comment on all accesses over next 2 weeks providing visibility parameter for each junction.</p>	PR	Oct 2023
04	<p><u>AOB/Actions</u></p> <p>JCH to send a follow up email regarding the compound D design discussion and issue a request for comment on the access drawings outlining expected comments.</p> <p>PR to comment on access proposals within the next 2 weeks providing preferred visibility parameters.</p>			

1.3 East Riding of Yorkshire Council

- 1.3.1 This section presents email correspondence and letters to and from the Highways Department at East Riding of Yorkshire Council.
- 1.3.2 Discussion relating to the content of these emails is presented in Tables 13-1 and 13-2 of **Chapter 13: Transport and Access, ES Volume 1 [EN010143/APP/6.1]**.
- 1.3.3 The correspondence below relates to liaison undertaken in February and March 2023.

[Redacted]

From: [Redacted]
Sent: 13 February 2023 16:31
To: [Redacted]
Cc: [Redacted]
Subject: East Yorkshire Solar Farm

Hi [Redacted]

I hope you're well.

Please can you review **Chapter 13 (Traffic & Transport)** of the scoping document associated with the DCO application for East Yorkshire Solar Farm, and provide comment / agreement of the proposed methodology within this chapter.

The document (uploaded to PINS) is saved here: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010143/EN010143-000015-EYSF%20EIA%20Scoping%20Report.pdf>

If possible, we would appreciate a response within 2 weeks. Many thanks and I look forward to hearing from you.

We'd welcome a meeting to discuss the scope if necessary.

Kind regards,

[Redacted] (Hons) CMILT
Associate Director, Transportation, Consulting
M +44 [Redacted]
[Redacted]

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From: [REDACTED]@eastriding.gov.uk>
Sent: 21 March 2023 16:32
To: [REDACTED]
Subject: East Yorkshire Solar Farm - Highway Scoping response

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Afternoon [REDACTED]

I hope this email finds you well. It looks like this finally found its way to me to do.

Firstly, I'd like to apologise on behalf of the ERYC Highways Team for the very late and highly anticipated reply to your scoping request for the East Yorkshire Solar Farm DCO application. In principle Highway Management would have no objections pending the impacts of the local highway network are mitigated. Overall, the scoping document is considered acceptable and robust by ERYC and I have the following comments to make.

Like all these types of developments it is anticipated that there will be a very busy construction phase with a very limited number of movements for the operational phase. Therefore, a Transport Assessment will be required to take all the local highways into account which are outlined in the study area in section 13.2.1 of the scoping report, including safety PIC records etc. It may be worth getting in touch with our Principal Road Safety Engineer for any records we may hold (paul.copeland@eastriding.gov.uk). Assessment should also take place on any other parts of the highway network that construction vehicles are likely to use between the Trunk Roads and the site accesses.

Once a route through ER has been determined a junction study may be required for junctions which maybe at or near capacity as well as any that would have a significant amount of additional traffic throughput. Junction studies have recently been undertaken by ERYC in some of the strategic junctions in this instance Junction 36 and Howden Spur which can be found here <https://www.eastriding.gov.uk/planning-permission-and-building-control/planning-policy-and-the-local-plan/infrastructure-study/#infrastructure-study-online>. If the DCO application is to be submitted in the next 12m then HDM would find it acceptable to use this data for those junctions. The assessment scenarios as per section 13.5.4 are accepted.

Any access points should have the requisite visibility in accordance with MfS <30mph and DMRB >40mph especially on the classified public highways. Any access point should be constructed to an acceptable standard by ERYC highway maintenance team. The proposed accesses should be kept to a minimum and should be from higher-classified highway where possible; I note some of the individual sites are adjoining and therefore these should be interlinked with internal highway infrastructure. Furthermore, as you could appreciate, we don't want all the individual sites constructed at once.

Highway Counts should be undertaken across the frontage of all access points. ERYC may be able to provide some counts by contacting transport.policy@eastriding.gov.uk.

A generic highway access "bellmouth" maybe acceptable for access points from unclassified public highways, however individual access plans should be provided for those access point from a classified public highway.

A CTMP would be required which in this instance maybe incorporated with the TA and these should indicate the normal CTMP sections such as but not exhaustive to:

- types of vehicular movements, (mitigation measured for any expected
- numbers of movements,
- routing to avoid any schools or highly residential streets where possible,
- Construction times (vehicle arrivals/departure) ideally avoiding peak times as Jct 36 and Jct 37 of M62 can get a bit snarled up.
- Banksman where required
- Timescale of development including phasing schedule
- Mitigating detritus on the public highway (Wheel Washing at access points and road sweeper when needed)
- In some locations a pre and post construction survey maybe required with the Highway Area Engineer especially those areas where tuning HGVS will cause lateral force movement.



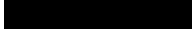
As AECOM are aware there is a large strategic planning application for circa 200 dwellings, local amenities, a relief road and associated works in very close proximity to the site. Whilst a decision has not been made on this application AECOM should be aware that if approved it will bring significant highway works such as introducing a weight restriction to Spaldington Road and through Howden Town Centre including Flatgate. The planning documents associated with this development can be found searching 22/02118/STPLFE here:

<https://newplanningaccess.eastriding.gov.uk/newplanningaccess/search.do?action=simple&searchType=Application>

I would also advise that you contact National Highways as early as possible for discussions due to the location and nature of the site it'll bring high levels of HGVs etc. National Highways can be contacted via email planningyne@nationalhighways.co.uk or tel: 0300 470 2420.

I hope this helps and if i can be of any more assistance please get back to me.

Kind Regards,

 *BSc EngTech MIHE RegDME*
Principal Highway Development Management Officer
Tel: (01482) 
Mob: 

www.eastriding.gov.uk










1.3.4 The correspondence below relates to a response received from East Riding of Yorkshire Highways Department undertaken in July 2023.



EAST RIDING

O F Y O R K S H I R E C O U N C I L

PLANNING & DEVELOPMENT MANAGEMENT
STRATEGIC DEVELOPMENT MANAGEMENT

HIGHWAYS CONSULTATION RESPONSE

To:- DC Case Officer
Development Management

App Ref:- 23/01524/STPREP

From:- Highway Management
Strategic Development
Management

Tel:- [REDACTED]

Response Date:- 21st July 2023

Highway Summary:

This major pre-application enquiry is for the proposed East Yorkshire Solar Farm which would be a Development Consent Order in the East Riding located around the North of Howden and Spaldington.

Highway Management have had preliminary discussions in regards to a highway and Transport Assessment Scope which is provided within the supporting documents submitted as part of this pre-application. In principle highway management support this application.

As per most of these types of applications the majority of the traffic movements on the highway network is during the construction phase, once operational the development would produce minimal traffic and have a negligible impact on the local highway network.

The preliminary Environmental Information Report submitted in support of this application includes a Transport and Access section within chapter 13.

Table 13-3 sets out the sensitivity of the local network links and it was found that the sensitivity was low except for the following parts of the network where it was found to be medium:

- A163 between N Duffield and Bubwith
- A163 – East fo Foggathorpe
- Ings Lane – East of Spaldington
- Willitof Road – north of Ings Lane Jct

Ings Lane & Willitof Road may require improvements to allow passing places within the single-track section. It may be worth considering a recent document produced by the HS2 development where construction traffic may have an impact on narrow parks of the local highway network. This can be found in guidance from HS2 document as per point in Para 13.8.1.

Chapter 13 also sets out that the Construction programme would have circa 400 staff per day (with circa 350 two-way movements) working hours of 0700-1900 with staff movements mainly between the hours of 6-7 and 19-20. It also sets out that there would be approx. 50 two-way HGV movements per day which would be reduced during the hours of 0600-0900 and 1700-2000, and distributed as 50% of HGVs would approach from the M62 J37, 25% from the A614 and 25% from the A63 Highway Management accept that this would be mainly acceptable but would note that the PM hours of reduced HGVS should be between 1600-1800.

Distribution method seems reasonable approach Table 13-17 sets out the base + peak construction daily traffic. Whilst the percentage increase on some roads in the construction peak will be high the additional total number of vehicles remains fairly low at no more than 38 vehicles on an unclassified road and 86 on a classified road in any one hour.

Personal Injury Collision (PIC) data has been studied for the medium sensitive areas which is considered acceptable approach with no significant increase to the risk of further collisions and no pattern to suggest the highway is unsafe.

In summary, ERYC agree with the findings of Table 13-18 which outlines if further assessment is required at ES stage also with Table 13-19 with a summary of the preliminary assessment.

As outlined in my scoping opinion a Transport Assessment and a Construction Traffic Management Plan should be included. It is also noted that abnormal loads will occur, early contact should be made with ERYCs Abnormal Teams, National Highways and the Police (contacts as per below). If any Temporary Traffic Regulation orders are required this will be charged at £4,00 per each order and early contact with ERYC's Traffic Management team should be made as per note below.

Note to applicant/agent:

1. If the construction of the plant requires any abnormal load movements a Traffic Management Plan should be submitted to and approved in writing by the Local Planning Authority and the Applicant/Agent must contact the East Riding of Yorkshire Council's Abnormal Loads Team [REDACTED]
2. The applicant/agent should make early contact with National Highways due to the applications location in relation to the Strategic Road Network. Contact: [REDACTED]
3. If a Traffic Regulation Order (TRO) is required for the new and/or amended road markings and the cost of the TRO would be estimated at £4000 which would be arranged via the [REDACTED]. Additional costs would be payable if the lining/signing works were to be procured by the Traffic and Parking Team. The developer will be required to fund the TRO and the works.

[REDACTED]
Principal Highway Development Management Officer
Strategic Development Management

1.3.5 The correspondence below relates to liaison undertaken October 2023.

[REDACTED]

From: [REDACTED]
Sent: 18 October 2023 12:52
To: [REDACTED]
Subject: RE: East Yorkshire Solar Farm - Access Designs and Meeting Minutes

Good Afternoon [REDACTED]

If you could advise when you are anticipating responding to our access designs it would be greatly appreciated.

Due to the visibility splays, notably the extensive vegetation loss that would be associated with the DMRB design visibility splays, this would have a bearing on the environmental assessments and the level of effects reported, it is therefore critical that we understand what visibility splay parameters that East Riding of Yorkshire are willing to agree to in order to finalise these assessments.

If you could confirm as a minimum whether East Riding of Yorkshire would be willing to accept the desirable minimum speed survey values that we reported (the middle row in each table that is presented on the drawings), this would allow us to set a baseline and continue to engage during the examination regarding areas where further relaxations could be permissible in order to protect sensitive environmental features.

Kind Regards.

[REDACTED]

Principal Engineer, EUR - UK & Ireland

[REDACTED]

From: [REDACTED]
Sent: 16 October 2023 15:16
To: A [REDACTED]@eastriding.gov.uk>; [REDACTED]@eastriding.gov.uk>;
[REDACTED]@eastriding.gov.uk>
Cc: [REDACTED]
Subject: RE: East Yorkshire Solar Farm - Access Designs and Meeting Minutes

Good Afternoon [REDACTED]

Thank you for your email, I can confirm that the numbers are per day. They include the HGV and tractor-trailer movements plus the worker trips.

Furthermore in our meeting it was advised that there was ERY design guides for the design of passing places, if you could please circulate this information or point me in the direction of this information online it would be greatly appreciated.

Kind Regards.

[REDACTED]

Principal Engineer, EUR - UK & Ireland

[REDACTED]

From: [redacted]@eastriding.gov.uk>
Sent: 16 October 2023 14:49
To: [redacted]
Subject: Re: East Yorkshire Solar Farm - Access Designs and Meeting Minutes

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Good afternoon [redacted]

before I respond regarding the accesses, can you clarify the traffic numbers please?

for example at Willitoft Road, is 256 two way movements the total for the construction phase or is it 256 two way movements per day?
likewise at Street Lane and Rowlandhall Lane.

and the operational figures, are those numbers per day per site also?

I look forward to hearing from you in due course

Kind regards

[redacted]

[redacted] FIHE
Highway Development Management Team Leader
Tel: [redacted]
[redacted]
Web: www.eastriding.gov.uk



From: Hemingway, James [redacted]@aecom.com>
Sent: Tuesday, October 10, 2023 12:28 PM
To: Andrew Forsey [redacted]@eastriding.gov.uk>; Paul Robinson [redacted]@eastriding.gov.uk>;
Joanne Marshall [redacted]@eastriding.gov.uk>

Cc: H [REDACTED]

Subject: RE: East Yorkshire Solar Farm - Access Designs and Meeting Minutes

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Good Afternoon All,

If possible could you advise when you would be in a position to provide comments or have a subsequent meeting to discuss the access proposals for the East Yorkshire Solar Farm?

Kind Regards.

[REDACTED] MEng (hons) CEng MICE

Principal Engineer, EUR - UK & Ireland

[REDACTED]

From: [REDACTED]

Sent: 03 October 2023 11:27

To: [REDACTED]@eastriding.gov.uk>; [REDACTED]@eastriding.gov.uk;

[REDACTED]@eastriding.gov.uk

Cc: [REDACTED]

Subject: RE: East Yorkshire Solar Farm - Access Designs and Meeting Minutes

Good Morning All,

Further to the information circulated on the 19th September, please see below a summary of the anticipated construction and operation traffic movements for each access point, please note that:

- This is based on two-way daily movements.
- For the operation we've assumed that a maximum of four vehicles associated with panel cleaning etc each day during operation will be spread across the scheme, and therefore only four daily visits to each access point are assumed (8 two-way movements)

Access Drawing	Access Location	Access Use	Predicted construction usage (two-way trips)	Predicted operation usage (two-way trips)
60683115-HGN-DR-CH-0101	Willitof Road	Construction & Operation	256	8
60683115-HGN-DR-CH-0102	Tottering Lane	Construction & Operation	0	8
60683115-HGN-DR-CH-0104	Tottering Lane	Construction & Operation	7	8
60683115-HGN-DR-CH-0105	Tottering Lane	Construction only	7	8

60683115-HGN-DR-CH-0106	Tottering Lane	Construction & Operation	7	8
60683115-HGN-DR-CH-0107	Tottering Lane	Construction & Operation	7	8
60683115-HGN-DR-CH-0108	Ings Lane	Construction & Operation	0	8
60683115-HGN-DR-CH-0109	Ings Lane	Construction & Operation	7	8
60683115-HGN-DR-CH-0110	B1228 Street Lane	Construction & Operation	5	8
60683115-HGN-DR-CH-0111	B1228 Street Lane	Construction & Operation	5	8
60683115-HGN-DR-CH-0112	B1228 Street Lane	Construction & Operation	224	8
60683115-HGN-DR-CH-0113	Unnamed Road	Construction & Operation	5	8
60683115-HGN-DR-CH-0114	Spaldington Lane	Construction & Operation	5	8
60683115-HGN-DR-CH-0115	A614	Construction & Operation	5	8
60683115-HGN-DR-CH-0116	Wood Lane	Construction & Operation	5	8
60683115-HGN-DR-CH-0117	Wood Lane	Construction & Operation	5	8
60683115-HGN-DR-CH-0118	Rowlandhall Lane	Construction Only	26	8
60683115-HGN-DR-CH-0119	Wood Lane	Construction & Operation	0	0
60683115-HGN-DR-CH-0122	Wood Lane	Construction & Operation	0	0
60683115-HGN-DR-CH-0129	Tottering Lane	Construction & Operation	7	8
60683115-HGN-DR-CH-0131	Wood Lane	Construction & Operation	0	0

If you have any questions please feel free to give me a call.

Furthermore if you could let me know your availability for a follow up meeting to discuss the access proposals and passing places matters it would be greatly appreciated.

Kind Regards.

[Redacted Signature]

Principal Engineer, EUR - UK & Ireland

[Redacted Contact Information]

From: [Redacted]

Sent: 19 September 2023 10:53

To: A [Redacted] <[Redacted]@eastriding.gov.uk>; [Redacted] <[Redacted]@eastriding.gov.uk>;

[Redacted]

Cc: H [Redacted]

< [REDACTED]
Subject: East Yorkshire Solar Farm - Access Designs and Meeting Minutes

Good Morning All,

Following our meeting regarding the access proposals for the East Yorkshire Solar Farm, we have continued to refine and develop the access proposals within the authority boundary of East Riding of Yorkshire Council and have, due to the size of the files, circulated a one-drive share invitation to allow East Riding of Yorkshire Council to review the access proposals, alongside a copy of the meeting minutes which highlighted the key points discussed during our meeting.

The drawings to review are listed below:

- 60683115-HGN-DR-CH-0101 – Access 1A Willitoft Road East P01
- 60683115-HGN-DR-CH-0102 – Access 1A Tottering Lane West P01
- 60683115-HGN-DR-CH-0104 – Access 1B Tottering Lane P01
- 60683115-HGN-DR-CH-0105 – Access 1C West Substation AIL P01
- 60683115-HGN-DR-CH-0106 – Access 1D Tottering Lane P01
- 60683115-HGN-DR-CH-0107 – Access 1E Tottering Lane P01
- 60683115-HGN-DR-CH-0108 – Access 1E Ings Lane P01
- 60683115-HGN-DR-CH-0109 – Access 1F South off Ings Lane P01
- 60683115-HGN-DR-CH-0110 – Access 2A West off B1228 Street Lane P01
- 60683115-HGN-DR-CH-0111 – Access 2B South Off B1228 Street Lane P01
- 60683115-HGN-DR-CH-0112 – Access 2D North off B1228 Street Lane P01
- 60683115-HGN-DR-CH-0113 – Access 2E Unnamed Road P01
- 60683115-HGN-DR-CH-0114 – Access 2F Spaldington Lane P01
- 60683115-HGN-DR-CH-0115 – Access 2G West off A614 P01
- 60683115-HGN-DR-CH-0116 – Access 3A West off Wood Lane P01
- 60683115-HGN-DR-CH-0117 – Access 3B East off Wood Lane P01
- 60683115-HGN-DR-CH-0118 – Access 3C East off Rowlandhall Road P01
- 60683115-HGN-DR-CH-0119 – Access West off Wood Lane P01
- 60683115-HGN-DR-CH-0122 – Access South off Wood Lane P01
- 60683115-HGN-DR-CH-0131 – Access West off Wood Lane P01

We are seeking East Riding of Yorkshire Council's view on the above access proposals, with a particular focus upon agreeing the appropriate visibility splay parameters to apply. The access design therefore presents outline visibility splays based upon the following three parameters in order to demonstrate the changes in environmental impact:

- DMRB Stopping Sight Distance based upon the posted speed limit (which in all instances is national speed limit) in accordance with DMRB CD109 and CD123.
- Stopping Sight Distances derived based upon speed survey data that has been conducted in the vicinity of the access proposals. This approach is permissible in accordance with DMRB CD123 Section 3.5 and therefore the 85th percentile value has been utilised in order to provide a more proportionate visibility splay that ensures that the access remains safe for vehicles entering and exiting, whilst minimising the environmental impacts to adjacent land and existing hedgerows. This assessment therefore considers two speed survey parameters as follows:
 - A desirable minimum speed survey Stopping Sight Distance has been obtained using deceleration rates of 0.25g in accordance with Table 10.1 and Equation 10.1.5 of Manual for Streets 2.
 - A absolute minimum speed survey Stopping Sight Distance has been obtained using deceleration rates of 0.375g in accordance with Table 10.1 and Equation 10.1.5 of Manual for Streets 2.

This approach has recently been considered on the Gate Burton Development Consent Order in conjunction with Lincolnshire County Council and Nottinghamshire County Council in order to seek agreement on design principles that try to balance safety and environmental considerations.

Furthermore, we agreed to send through information relating to traffic figures at each access location, we are currently reviewing these figures based upon the latest updated DCO material and will send this information through as soon as it is available.

If you could please review the information provided in the one-drive link and provide any comments at the earliest opportunity we can seek to respond and ensure that the any access drawing is updated for the Development Consent Order Application. For passing places, if you could return your thoughts on indicative locations we will endeavour to review and return our comments and design proposals.

If you have any further questions I am happy for a supplementary meeting to be arranged to discuss matters in detail.

Kind Regards.

[Redacted signature]

Principal Engineer, EUR - UK & Ireland

[Redacted contact information]

[Redacted contact information]

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