

Appendix 9.1 Transport Planning Policy

PLANNING POLICY CONTEXT FOR ACCESS AND TRAFFIC	
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National Planning Policy Framework (NPPF) dated September 2023 ¹	<p>Paragraph 8 of NPPF sets out objectives including: <i>“an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;”</i></p> <p>This objective is very much in line with the Development Proposal at a high level, along with the NPPF paragraph 8 <i>“presumption in favour of sustainable development”</i>.</p>
	<p>Paragraph 104 of NPPF states: <i>“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:</i></p> <p><i>a) the potential impacts of development on transport networks can be addressed</i></p> <p>...</p> <p><i>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”</i>.</p> <p>This ethos underpins the Access and Traffic chapter.</p>
	<p>Paragraph 110 of NPPF states: <i>“In assessing ... specific applications for development, it should be ensured that:</i></p> <p><i>a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;</i></p> <p><i>b) safe and suitable access to the site can be achieved for all users;</i></p> <p><i>c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and</i></p> <p><i>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.”</i></p>

¹ <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

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	Our methodology relies on this approach.
	<p>Paragraph 113 of NPPF states: “<i>All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.</i>”.</p> <p>A CTMP and Transport Assessment are proposed as part of the ES to manage and review potential transport impacts.</p>
<p>Overarching National Policy Statement for Energy (EN-1) dated November 2023²</p>	<p>Section 5.14 states: “<i>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</i>” and “<i>consideration and mitigation of transport impacts is an essential part of Government’s wider policy objectives for sustainable development</i>”</p> <p>These potential impacts are noted.</p>
<p>National Policy Statement for Renewable Energy Infrastructure (EN-3) dated 2023³</p>	<p>Para 3.10.2 states: “<i>government is supportive of solar that is co-located with other functions (for example, agriculture, onshore wind generation, or storage) to maximise the efficiency of land use.</i>”</p> <p>This implies that the Proposed Development should maximise potential benefits of co-location with neighbouring land uses.</p>
	<p>Para 3.10.20 states: “<i>Applicants will need to consider the suitability of the access routes to the proposed site for both the construction and operation of the solar farm with the former likely to raise more issues.</i>”</p> <p>This helps define the scope and focus of all transport related assessment for the Proposed Development, in conjunction with the local highway authority. It also recognises that the construction phase</p>

² <https://www.gov.uk/government/publications/overarching-national-policy-statement-for-energy-en-1>

³ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1147382/NPS_EN-3.pdf

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	<p>is more likely to have traffic impacts that its operation. This is also reinforced by: Para 3.10.153 which states: <i>“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.”</i></p>
	<p>Paras 3.10.22-3.10.24 state: <i>“Developers will usually need to construct on-site access routes for operation and maintenance activities, such as footpaths, earthworks, or landscaping. In addition, sometimes access routes will need to be constructed to connect solar farms to the public road network. Applications should include the full extent of the access routes necessary for operation and maintenance and an assessment of their effects.”</i></p> <p>Access routes to all parts of the Proposed Development are incorporated in the study area of the transport and environmental assessment.</p>
	<p>Para 3.10.123 states: <i>“Public perception of the construction phase of solar farm will derive mainly from the effects of traffic movements, which ... may be ... voluminous“</i></p> <p>The impact of traffic generation on public perception is acknowledged, along with the importance of accuracy in deriving and presenting traffic data.</p>
	<p>Paras 3.10.114 – 3.10.117 state: <i>“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. 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. 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</i></p>

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	<p><i>bridges are required, these should be identified, and potential effects addressed in the ES.</i></p> <p><i>Where a cumulative impact is likely because multiple energy infrastructure developments are proposing to use a common port and/or access route and pass through the same towns and villages, applicants should include a cumulative transport assessment as part of the ES. This should consider the impacts of abnormal traffic movements relating to the project in question in combination with those from any other relevant development. Consultation with the relevant local highways authorities is likely to be necessary.”</i></p> <p>Access routes, cumulative impacts of neighbouring schemes and consultation with the local highway authority are acknowledged and incorporated in the assessment methods.</p>
<p>Lincolnshire Local Transport Plan 5 (LTP5)4 dated 2022</p>	<p>The Foreword to LTP5 states: <i>“• We commit to maintaining and improving local connectivity both virtual and physical.</i> <i>• We support infrastructure that unlocks local sustainable development and provides improved access for all”.</i></p> <p>This positive enabling role of LCC is welcomed.</p>
	<p>Chapter 3 page 61 Shaping the Strategy summarises the Local Industrial Strategy’s six priority sectors, one of which is Energy: <i>“To pioneer industrial decarbonisation, creating a template for other areas, and to be a test bed for technologies in energy generation, storage and distribution.”</i></p> <p>Further to this, LTP5 Policy EC5 on p72 states: <i>“We will support a range of transport improvements that underpin and priority sectors to develop and grow”</i> and also at p72 <i>“Key interventions that we will support include: ... For energy</i></p> <ul style="list-style-type: none"> <i>• Increase and improve the infrastructure for alternative energy sources.</i> <i>• Improve access to the renewable energy growth points along the Humber and along the east coast”</i>

⁴ <https://www.lincolnshire.gov.uk/downloads/file/7200/local-transport-plan-5>

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	<p>This Development Proposal supports this ambition and associated competitive advantage and employment opportunities for Lincolnshire.</p>
<p>Central Lincolnshire Local Plan⁵ adopted in 2023</p>	<p>Policy S5 states: <i>“Proposals for non-residential development will be supported provided that: ... The location of the enterprise is suitable in terms of accessibility”</i> Suitability of access to the site is an integral aspect of the assessment.</p>
	<p>Policy S14 states: <i>“The Central Lincolnshire Joint Strategic Planning Committee is committed to supporting the transition to a net zero carbon future and will seek to maximise appropriately located renewable energy generated in Central Lincolnshire (such energy likely being wind and solar based). Proposals for renewable energy schemes, including ancillary development, will be supported where the direct, indirect, individual and cumulative impacts on the following considerations are, or will be made, acceptable. To determine whether it is acceptable, the following tests will have to be met:</i></p> <ul style="list-style-type: none"> <i>i. The impacts are acceptable having considered the scale, siting and design, and the consequent impacts on ... highway safety and ...</i> <i>iii. The impacts are acceptable on the amenity of sensitive neighbouring uses (including local residents) by virtue of matters such as ... traffic; ...</i> <p><i>In order to test compliance with part (iii) above will require, for relevant proposals, the submission by the applicant of a robust assessment of the potential impact on such users, and the mitigation measures proposed to minimise any identified harm. ...</i></p> <p><i>In areas that have been designated for their national importance, as identified in the National Planning Policy Framework, renewable energy infrastructure will only be permitted where it can be demonstrated that it would be appropriate in scale, located in areas that do not contribute positively to</i></p>

⁵ <https://www.n-kesteven.gov.uk/sites/default/files/2023-04/Local%20Plan%20for%20adoption%20Approved%20by%20Committee.pdf>

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	<p><i>the objectives of the designation, is sympathetically designed and includes any necessary mitigation measures. The scope of the ES and TA will address forecast generated trips, route assignment and traffic and safety impact assessment.</i></p> <p>Forecast trip generation, route assignment, traffic and road safety impacts are encompassed within the assessment.</p>
	<p>Policy S49 states: <i>“Parking Provision Non-Residential Development ... should incorporate a level of car parking that is suitable for the proposed development taking into account its location, its size and its proposed use, including the expected number of employees, customers or visitors.”</i></p> <p>This policy will inform the detailed design and assessment of the Proposed Development.</p>
<p>South East Lincolnshire Local Plan 2011-20366 (adopted in 2019)</p>	<p>Policy 31 states: <i>“the development of renewable energy facilities, associated infrastructure and the integration of decentralised technologies on existing or proposed structures will be permitted provided, individually, or cumulatively, there would be no significant harm to: ... residential amenity in respect of: ... traffic; highway safety”</i></p> <p>Impacts of additional traffic on residential amenity and safety are incorporated in the assessment.</p>
	<p>Policy 33 states: <i>“The Local Planning Authorities will work with partners to make the best use of, and seek improvements to, existing transport infrastructure ... To achieve this, the following priorities and actions have been identified:</i></p> <p><i>A. For the road-based transport network this will be by: ...</i></p> <p><i>2. securing the delivery of new local access roads to open-up allocations and other locations for development; ...</i></p> <p><i>To demonstrate compliance with this policy, an appropriate Transport Assessment and associated Travel Plan should be submitted with proposals. The form will be dependent upon the scale</i></p>

⁶ <http://www.southeastlincslocalplan.org/adopted-plan/>

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	<p><i>and nature of the development and agreed through early discussion with the Local Highway Authority.”</i></p> <p>This approach is in line with the assessment of the Proposed Development.</p>
<p>National Planning Policy Guidance (Travel Plans, Transport Assessments and Statements) or (NPPG)7, March 2014</p>	<p>Guidance on Transport Assessments set out in more detail good practice for Transport Assessments as outlined in NPPF above:</p> <p><i>“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.</i></p> <p><i>Key issues to consider at the start of preparing a Transport Assessment or Statement may include:</i></p> <p><i>the planning context of the development proposal;</i></p> <p><i>appropriate study parameters (ie area, scope and duration of study);</i></p> <p><i>assessment of ... road network capacity; road trip generation and trip distribution methodologies ...</i></p> <p><i>safety implications of development; and mitigation measures (where applicable) – including scope and implementation strategy.</i></p> <p><i>It is important to give appropriate consideration to the cumulative impacts arising from other committed development (ie development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years).”</i></p> <p>This guidance informs the scope for the transport assessment. The assessment also takes account of the cumulative impacts of other committed development in the vicinity of the Proposed Development.</p>
<p>Environmental Assessment of Traffic and Movement (IEMA, 2023)⁸</p>	<p>Paragraph 1.7 of the IEMA Guidelines states: <i>“The current EIA Regulations contain specific requirements that need</i></p>

⁷ <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

⁸ [https://www.iema.net/resources/blog/2023/07/12/new-iema-guidance-environmental-assessment-of-traffic-and-](https://www.iema.net/resources/blog/2023/07/12/new-iema-guidance-environmental-assessment-of-traffic-and-movement#:~:text=These%20updated%20and%20replacement%20Guidelines%20on%20the%20Environmenta)

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	<p><i>to be met. They set out the procedure for identifying which projects should be subject to EIA, as well as the key stages to the process and what information must be contained in the Environmental Statement/EIA Report⁴. While there are multiple EIA legislative frameworks nationally and internationally, these updated and replacement Guidelines take an overarching position, setting out an approach that can be adopted across England</i></p> <p>The IEMA Guidelines are new and updated and are applied in the PEIR to inform the transport assessment, including, for example, in consideration of sensitive receptor identification.</p>
DMRB LA 104 Environmental Assessment and Monitoring Revision 1 (2020) ⁹	DMRB LA 104 “sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects.” For example it sets out sensitivity values for receptors to inform magnitude of impact applied in the PEIR.

⁹<https://www.standardsforhighways.co.uk/>