



# Mallard Pass

Solar Farm

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### Environmental Statement Volume 2 Appendix 9.1: Highways and Access - Policy Context

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## **Appendix 9.1 - Legislation and Planning Policy Relevant to Highways and Access**

- 1.1.1 This Appendix presents the relevant legislation, planning policy and guidance relevant to the Highways and Access chapter of the ES [EN010127/APP/6.1].

### **1.2 Legislation and National Planning Policy**

- 1.2.1 Table 1 (overleaf) presents the Legislation and National Planning Policy which have been considered in carrying out this assessment, which are summarised as follows:

- Overarching National Policy Statement for Energy (NPS EN-1) [Ref 1];
- National Policy Statement for Renewable Energy Infrastructure (NPS EN-3) [Ref 2]; and
- National Planning Policy Framework (NPPF).

- 1.2.2 In addition to the adopted policy, the following emerging Legislation and National Planning Policy has been considered:

- Draft Overarching National Policy Statement for Energy (Draft NPS EN-1) [Ref 3]; and
- Draft National Policy Statement for Renewable Energy Infrastructure (Draft NPS EN-3) [Ref 4].

- 1.2.3 It is noted that from a Transport perspective, the emerging policies are consistent with and in accordance with the adopted policies.

### **1.3 Local Planning Policy**

- 1.3.1 Table 2 (overleaf) presents the relevant local planning policies that have been considered in carrying out this assessment:

- Rutland County Council (RCC) Core Strategy Development Plan Document;
- Lincolnshire County Council (LCC) Local Transport Plan 4 2013/14 to 2022/23; and
- South Kesteven District Council (SKDC) Local Plan 2011 to 2036.

## **1.4 Guidance**

1.4.1 The following guidance has been considered in carrying out this transport assessment:

- Environmental Assessment of Road Traffic (GEART), produced by the Institute of Environmental Assessment (IEA) (now the Institute of Environmental Management and Assessment (IEMA) 1993) [Ref 5].

## National Planning Policy

**Table 1: National Planning Policy Relevant to Highways and Access Assessment**

National Planning Policy	Requirements in relation to Transport	How/Where has this been addressed in the ES
Overarching National Policy Statement for Energy (NPS EN-1, 2011)		
Paragraph 5.13.1	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>From a Highways and Access perspective, the primary environmental impacts associated with the Proposed Development are linked to construction traffic and additional HGV movements.</p> <p>The assessments undertaken within the ES primarily consider the environmental impacts associated with the construction traffic, which allows for assessments on the impacts to non-motorised users and vehicle drivers of the road network.</p> <p>Appropriate mitigation has been developed that is relevant to the scale and type of the proposal, in the form of the Framework Construction Traffic Management Plan (CTMP) / Outline Travel Plan (oTP) document, as well as wider embedded mitigation measures.</p>
Paragraph 5.13.2	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.	The Highways and Access chapter of the ES presents a detailed assessment of the impact associated with construction traffic of the proposed development. Mitigation that is relevant to the scale of the impacts has been developed, through a combination of embedded mitigation

<b>National Planning Policy</b>	<b>Requirements in relation to Transport</b>	<b>How/Where has this been addressed in the ES</b>
		<p>measures and management plans, including the CTMP and oTP.</p> <p>These measures will ensure the Highways and Access impacts of the Proposed Development are suitably mitigated, in accordance with Section 2.2 of the NPS.</p>
Paragraph 5.13.3	<p>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/WebTAG 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.</p>	<p>The Highways and Access chapter of the ES presents an assessment that complies with the WebTAG requirements, using data and a methodology that has been agreed with NH and the Local Highway Authorities (RCC and LCC) prior to the submission of the DCO application. This includes the use of WebTAG compliant survey data and agreed thresholds to determine the magnitudes of any impacts.</p>
Paragraph 5.13.4	<p>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</p>	<p>The ES will comply with this requirement through the provision of an oTP document, that will be secured through DCO Requirement. The oTP will seek to mitigate the transport impacts of the Proposed Development, through the promotion of sustainable transport and demand management measures to reduce the level of vehicular activity associated with the proposals, through the promotion of public transport, cycling and walking, where possible.</p>

<b>National Planning Policy</b>	<b>Requirements in relation to Transport</b>	<b>How/Where has this been addressed in the ES</b>
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.	<p>The primary assessment within the Highways and Access chapter of the ES focusses upon the construction impacts of the Proposed Development, in direct response to the policy requirement.</p> <p>The mitigation measures, included the embedded mitigation and management plans (CTMP and oTP) are considered as sufficient mitigation to mitigate the impacts of the Proposed Development, without the need to fund additional off-site infrastructure outside the scope of the proposed mitigation package.</p> <p>Compliance with these measures is secured through DCO Requirement.</p>
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	<p>The mitigation measures will be secured by way of design, through the embedded mitigation measures, as well as through the CTMP and oTP documents, which will be secured by way of requirement to mitigate the relevant transport impacts of the Proposed Development.</p> <p>On that basis, there are mechanisms in place to mitigate the Highways and Access impacts.</p>

National Planning Policy	Requirements in relation to Transport	How/Where has this been addressed in the ES
	residual effects on the surrounding transport infrastructure.	
Paragraph 5.13.8	Where mitigation is needed, possible demand management measures must be considered and if feasible and operationally reasonable, required, before considering requirements for the provision of new inland transport infrastructure to deal with remaining transport impacts.	A number of demand management measures have implemented in response to this requirement, such as the use of a consolidation strategy to reduce the number of vehicles travelling between the primary and secondary compounds, as well as the wider range of measures within the oTP which will be utilised to reduce trips associated with staff during construction, such as the use of a shuttle service. The Construction Traffic Management Plan also includes controls includes measures to manage demand, particularly during peak times.
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 demand management measures are considered as cost efficient, as they improve the efficiency of the construction vehicle movements. Examples of these cost effective measures include the consolidation strategy, which would assist in ensuring all vehicles are fully loaded, meaning there is less likely to be wasted vehicle trips with vehicles that are not fully loaded. In addition, measures within the oTP will seek to secure and encourage sustainable patterns of travel, such as the use of the shuttle service and car sharing, which would

National Planning Policy	Requirements in relation to Transport	How/Where has this been addressed in the ES
		encourage public transport trips and car sharing trips at the expense of single occupancy car trips.
Paragraph 5.13.10	Water-borne or rail transport is preferred over road transport at all stages of the project, where cost-effective.	It is considered that there are no suitable locations for water-borne freight within reasonable proximity to the Order Limits that would make water-borne freight feasible or cost effective. Whilst there is a railway line within the Order limits, it was noted within early project discussions with key stakeholders, including Network Rail, that the use of this line for freight was not feasible nor cost effective.
Paragraph 5.13.11	<p>The IPC may attach requirements to a consent where there is likely to be substantial HGV traffic that:</p> <p>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;</p> <p>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</p>	<p>In response to the policy requirements:</p> <ul style="list-style-type: none"> <li>Measures to control HGV movements, including restrictions on access routes from the SRN and restrictions on timings to avoid morning, evening and School peak hours. This measures will be secured by way of Requirement on the DCO.</li> <li>The proposals will provide suitable parking provisions internally within the Order Limits for HGVs and staff, to ensure that there are no displacement parking issues.</li> <li>The impacts of the construction traffic have been discussed with the network providers, including NH, RCC and LCC. There will also be further engagement</li> </ul>



National Planning Policy	Requirements in relation to Transport	How/Where has this been addressed in the ES
	c) ensure satisfactory arrangements for reasonably foreseeable abnormal disruption, in consultation with network providers and the responsible police force.	with the Police and NH as part of the need for Abnormal Indivisible Load deliveries.
Paragraph 5.13.12	If an applicant suggests that the costs of meeting any obligations or requirements would make the proposal economically unviable this should not in itself justify the relaxation by the IPC of any obligations or requirements needed to secure the mitigation.	The mitigation measures proposed are considered to be viable and relevant to the scale and nature of the Proposed Development, to appropriately mitigate the Highways and Access impacts.
National Policy Statement for Renewable Energy Infrastructure (NPS EN-3, 2011)		
Paragraph 2.4.2	Proposals for renewable energy infrastructure should demonstrate good design in respect of landscape and visual amenity, and in the design of the project to mitigate impacts such as noise and effects on ecology.	<p>From a Highways and Access perspective, the design of the Proposed Development has been developed to utilise existing access points where possible, to minimise the need to create new points of access, retaining the existing vegetation and reducing the visual impacts.</p> <p>In addition, a number of the mitigation measures will be temporary to mitigate construction traffic only over the 24 months programme , such as the provision of temporary passing places, rather than needing to undertake permanent measures which would result in other adverse environmental impacts.</p>

National Planning Policy	Requirements in relation to Transport	How/Where has this been addressed in the ES
National Planning Policy Framework (NPPF, 2021)		
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.”	There has been ongoing consultation throughout the DCO application process with the local highway authorities and other key consultees, including NH, RCC and LCC. The scope of the assessments, design of the Proposed Development and Highways and Access strategy has been agreed with these consultees prior to the submission of the DCO application.
Paragraph 113	Paragraph 113 of the NPPF requires all developments that will generate significant amounts of movement to provide a Travel Plan and be supported by a Transport Assessment so that the likely impacts of the proposal can be assessed.	In accordance with this policy, a Transport Assessment and oTP have been submitted alongside the Highways and Access assessment within the ES.
Draft Overarching National Policy Statement for Energy (Draft NPS EN-1, 2021)		
Paragraph 5.14.4	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.	The ES will comply with this requirement through the provision of an oTP document, that will be secured through DCO Requirement. The oTP will seek to mitigate the transport impacts of the Proposed Development, through the promotion of sustainable transport and demand management measures to reduce the level of vehicular activity associated with the proposals, through the promotion of public transport, cycling

<b>National Planning Policy</b>	<b>Requirements in relation to Transport</b>	<b>How/Where has this been addressed in the ES</b>
	The assessment should also consider any possible disruption to services and infrastructure (such as road, rail and airports).	and walking, where possible. These demand management measures include the provision of a shuttle service for staff and consolidation strategy for construction vehicles, reducing the vehicular impact of the Proposed Development.
<b>Draft National Policy Statement for Renewable Energy Infrastructure (Draft NPS EN-3, 2021).</b>		
Paragraph 2.54.3	The applicant should have assessed 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 selected the route that is the most appropriate. It is possible that the exact location of the source of construction materials, such as crushed stone or concrete will not be known at the time of the application to the Secretary of State. In these circumstances, the impact of additional vehicles on the likely potential routes should have been assessed.	<p>Within the Highways and Access chapter and as part of the discussions with key stakeholders (RCC and LCC) prior to the DCO submission, a feasibility review was undertaken for the routes to the Order Limits to account for the likely origins for construction traffic and proximity to the SRN.</p> <p>A total of three routes were identified that could be used, with the access strategy developed to incorporate the routes that were deemed to be the most suitable in terms of accommodating construction vehicles. An assessment of the likely impacts of construction traffic on these routes has been undertaken and the associated environmental impacts discussed within the Highways and Access chapter.</p>
Paragraph 2.54.4	The applicant should assess whether the access roads are suitable for the transportation of components which will include whether they are sufficiently National Policy Statement for Renewable Energy Infrastructure (EN-3) 93 wide for the	The access strategy has been developed to incorporate only the routes that are deemed as able to accommodate construction traffic. The routes that were not suitable for construction traffic are not proposed to be used, such as avoiding the existing bridge on the A6121. Where required,

<b>National Planning Policy</b>	<b>Requirements in relation to Transport</b>	<b>How/Where has this been addressed in the ES</b>
	proposed vehicles, or bridges sufficiently strong for the heavier components to be transported to the site. It is unlikely that sections of the route will require modification to allow for the transportation of components to the site, given the nature of solar developments, but any potential modifications should be identified, and potential effects assessed as part of the ES.	modifications have been identified to the relevant construction routes to assist in accommodating the required construction vehicles.
Paragraph 2.54.5	There may be several other energy infrastructure developments proposed that use a common port and/or access route and pass through the same towns. It is common for solar farms to locate where there is existing or surplus grid capacity, for instance. Where a cumulative impact is likely then a cumulative transport assessment should form part of the ES to 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.	The cumulative impacts are discussed within the Highways and Access chapter. In summary, it is not considered that there are any relevant individual cumulative sites that require consideration within the cumulative assessment from a Highways and Access perspective. An assessment has also been undertaken on the assessment of abnormal loads that is discussed within the CTMP.  Nonetheless, background strategic growth across the wider network has been accounted for within the future baseline assessment through the use of TEMPRO growth factors.
Paragraph 2.54.6	In some cases, the local highways authority may request that the Secretary of State impose controls on the number of vehicle movements to and from the	A restriction on the number anticipated construction vehicles, as well as restrictions on the timings of movements and the routes will be secured by way of Requirement on the DCO

National Planning Policy	Requirements in relation to Transport	How/Where has this been addressed in the ES
	solar farm site in a specified period during its construction and, possibly, on the routeing of such movements particularly by heavy vehicles. Where the Secretary of State agrees that this is necessary considering all representations, this could be achieved by imposing suitable requirements on development consent.	through the CTMP. This approach will ensure that the impacts associated with construction traffic are suitably mitigated.
Paragraph 2.54.7	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 local residents and other highway users is reasonably minimised. 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.	The cumulative impacts are discussed within the Highways and Access chapter. In summary, it is not considered that there are any relevant individual cumulative sites that require consideration within the cumulative assessment from a Highways and Access perspective. Whilst it is not considered that there are any relevant cumulative sites, this position will be reviewed throughout the construction programme as part of the ongoing updates to the CTMP. An individual will be appointed to manage the CTMP who will liaise with the relevant contacts at RCC, LCC and NCC to coordinate these deliveries, should the opportunity arise.
Paragraph 2.54.8	Once consent for a scheme has been granted, applicants should liaise with the relevant local highway authority (or other coordinating body)	Through the CTMP that will be secured by way of Requirement on the DCO, there will be scope to review and restore the verges that are impacted by the construction traffic

<b>National Planning Policy</b>	<b>Requirements in relation to Transport</b>	<b>How/Where has this been addressed in the ES</b>
	regarding the start of construction and the broad timing of deliveries. It may be necessary for an applicant to agree a planning obligation to secure appropriate measures, including restoration of roads and verges. 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.	of the Proposed Development, through the condition surveys that will be agreed with the Local Highway Authorities. The mitigation measures that are implemented for construction (passing places) are also temporary, with the verges being restored once construction is complete.
Paragraph 2.54.9	Consistent with the generic policy set out in EN-1, the Secretary of State should be satisfied, taking into account the views of the relevant local highway authorities, that if there are abnormal loads proposed, they can be safely transported in a way that minimises inconvenience to other road users and that the environmental effects of this and other construction traffic, after mitigation, are acceptable.	The Local Highway Authorities have been consulted prior to submission, which is detailed within the Highways and Access chapter. This engagement has included agreement on the preferences for construction vehicle routing and abnormal loads to minimise the inconvenience to other road users by identifying the shortest, most suitable routes.
Paragraph 2.54.10	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,	In accordance with this requirement, the primary focus of the assessment within the Highways and Access chapter focusses on the construction phase. However, the access arrangements will be retained for the operational life cycle of the development to ensure that any larger vehicles replacing machinery can be accommodated.

<b>National Planning Policy</b>	<b>Requirements in relation to Transport</b>	<b>How/Where has this been addressed in the ES</b>
	but these are likely to be infrequent. Therefore, it is very unlikely that traffic or transport impacts from the operational phase of a project would prevent it from being approved by the Secretary of State.	

## Local Planning Policy

**Table 2: Local Planning Policy Relevant to Highways and Access Assessment**

Local Planning Policy	Requirements in relation to Transport	How/Where has this been addressed in the EIA
Rutland Core Strategy 2011 to 2026 (2011)		
Policy CS18: Sustainable Transport and Accessibility	<p>The Council will work with partners to improve accessibility and develop the transport network within and beyond Rutland and accommodate the impacts of new development by focusing on:</p> <p>a) supporting new development in the towns and local service centres in line with the locational strategy in Policy CS4 which are accessible by range of sustainable forms of transport and minimise the distance people need to travel to shops, services and employment opportunities;</p> <p>b) supporting development proposals that include a range of appropriate mitigating transport measures aimed improved transport choice and encourage travel to work and school safely by public transport, cycling and walking, including travel plans;</p>	<p>The oTP includes details on the measures such as the staff shuttle bus service, provision of any staff parking facilities, as well as the other proposed measures to be implemented to encourage mode shift away from private car use.</p> <p>The design of the mitigation measures has been developed with consideration towards the road safety of other road users and to improve the operation of the local road network, in accordance with this policy.</p> <p>It is also noted that there have been early investigations into the use of sustainable freight by rail; however, it was not considered as feasible.</p>



Local Planning Policy	Requirements in relation to Transport	How/Where has this been addressed in the EIA
	<p>c) providing safe and well designed transport infrastructure;</p> <p>d) improving bus routes, services and passenger facilities around the key transport hubs of Oakham and Uppingham and linkages to the larger service villages and nearby cities and towns, such as Leicester, Peterborough, Corby and Stamford;</p> <p>e) improving passenger rail services and facilities to Oakham and other parts of the region and bus, pedestrian and cycle links to the rail station;</p> <p>f) supporting opportunities for sustainable freight movement by rail where possible;</p> <p>g) Integration between the different modes particularly bus and rail services through provision of a sustainable transport interchange in Oakham;</p> <p>h) providing adequate levels of car parking in line with Council's published car parking standards;</p> <p>i) co-ordination and joint working between the education, public, business, voluntary and</p>	

Local Planning Policy	Requirements in relation to Transport	How/Where has this been addressed in the EIA
	<p>community sectors to achieve affordable and sustainable transport, wherever possible; and</p> <p>j) the delivery of highways and transport improvements as guided by the Local Transport Plan through joint working with neighbouring authorities and transport providers, where necessary</p>	
Lincolnshire County Council Local Transport Plan 4 (2013)		
Paragraph 14.33	<p>Locally, high level of traffic flows and vehicle speed cause concern for both urban and rural communities with the consequential impact of quality of life. The main concerns centre around:</p> <ul style="list-style-type: none"> <li>- the speed of vehicles and associated safety fears</li> <li>- the size and weight of vehicles on inappropriate roads, particularly in rural areas where agriculture and food processing businesses are heavily dependent upon road haulage, as are the quarrying and aggregates industry</li> </ul>	<p>In response to this policy, the consolidation and routing strategy for construction vehicles has been developed to ensure that only the agreed construction vehicle routes are utilised, ensuring the size and weight of the vehicles is appropriate to the road.</p> <p>The mitigation measures, such as the use of passing places and agreed construction routes, will reduce the likelihood of conflict with vulnerable road users – which will be detailed within and secured by way of requirement as part of the CTMP.</p> <p>The CTMP will also include a means to regularly engage with local communities to ensure that any concerns or issues are addressed.</p>

Local Planning Policy	Requirements in relation to Transport	How/Where has this been addressed in the EIA
	<ul style="list-style-type: none"> <li>- the conflict of traffic with other more vulnerable road users, particularly cyclists and pedestrians</li> </ul>	
Paragraph 14.34	<p>Reducing the impact of traffic on communities has been an important part of earlier LTPs and will continue to be so in LTP4. Initiatives include:</p> <ul style="list-style-type: none"> <li>- reducing vehicle speeds through traffic calming and improved signing as appropriate. Further national guidance on setting speed limits has recently been produced and this will be considered when setting appropriate speed limits across the county.</li> <li>- the use of temporary and permanent reactive speed signs to encourage drivers to slow down</li> <li>- routeing HGVs away from communities (where a suitable alternative exists) through appropriate weight restrictions.</li> </ul>	In accordance with this policy, construction vehicles will be routed to avoid communities as far as is practicably possible, with the use of restricted delivery hours to mitigate the impacts of HGVs.
South Kesteven Local Plan 2011 – 2036 (2020)		

Local Planning Policy	Requirements in relation to Transport	How/Where has this been addressed in the EIA
<p>Policy ID2: Transport and Strategic Transport Infrastructure.</p>	<p>South Kesteven District Council and its delivery partners will support and promote an efficient and safe transport network which offers a range of transport choices for the movement of people and goods reduces the need to travel by car and encourages use of alternatives, such as walking, cycling, and public transport. New development will be required to contribute to transport improvements in line with appropriate evidence, including the Infrastructure Delivery Schedule, the Local Transport Plan and local transport strategies. All new developments should demonstrate that they have applied the following principles:</p> <ul style="list-style-type: none"> <li>a. Are located where travel can be minimised and the use of sustainable transport modes maximised;</li> <li>b. Reduce additional travel demand through the use of measures such as travel planning, safe and convenient public transport, dedicated walking and cycling links and cycle</li> </ul>	<p>In accordance with this policy, the oTP includes details on measures such as the staff shuttle bus service, provision of any staff parking facilities, as well as the other proposed measures to be implemented to encourage mode shift away from private car use.</p> <p>In addition, mitigation measures have been developed which are detailed in the Highways and Access chapter which will ensure that the residual impact of the Proposed Development is not severe, such as the use of passing places and agreed routes for construction vehicles.</p>

Local Planning Policy	Requirements in relation to Transport	How/Where has this been addressed in the EIA
	<p>storage/parking links and integration with existing infrastructure;</p> <p>c. Seek to generate or support the level of demand required to improve, introduce or maintain public transport services, such as rail and bus services;</p> <p>d. Do not severely impact on the safety and movement of traffic on the highway network or that any such impacts can be mitigated through appropriate improvements, including the provision of new or improved highway infrastructure; and</p> <p>e. Ensure that transport is accessible to all, including appropriate provision for vehicle, powered two wheeler and cycle parking is made for residents, visitors, employees, customers, deliveries and for people with impaired mobility.</p> <p>Compliance with the criteria of this policy should be demonstrated through the provision of a transport Statement/Assessment and/or a travel plan as appropriate.</p>	

## References

Ref 1 Department of Energy and Climate Change, (2011). 'Overarching National Policy Statement for Energy (EN-1)'.

Ref 2 Department of Energy and Climate Change (2011). 'National Policy Statement for Renewable Energy Infrastructure (EN-3)'.

Ref 3 Department of Energy and Climate Change, (2021). 'Draft Overarching National Policy Statement for Energy (EN-1)'.

Ref 4 Department of Energy and Climate Change (2021). 'Draft National Policy Statement for Renewable Energy Infrastructure (EN-3)'.

Ref 5 Institute of Environmental Assessment (IEA) (1993). Guidelines for the Environmental Assessment of Road Traffic.

