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ENERGY PARK

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Appendix 9.2 Transport Planning Policy
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Quality information

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Appendix 9.2 Transport Planning Policy

PLANNING POLICY CONTEXT FOR ACCESS AND TRAFFIC	
POLICY REFERENCE	IMPLICATIONS
Overarching National Policy Statement for Energy (EN-1) dated January 2024 ¹	<p>Paragraphs 5.14.7, 5.14.8 and 5.14.9 state: <i>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:</i></p> <ul style="list-style-type: none"> <i>• reduce the need for parking associated with the proposal</i> <i>• contribute to decarbonisation of the transport network</i> <i>• improve user travel options by offering genuine modal choice.</i> <p><i>The assessment should also consider any possible disruption to services and infrastructure (such as road, rail and airports).</i></p> <p><i>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.</i></p> <p>Outline Travel Plans for construction and operation stages are included in the Transport Assessment report.</p> <p>Impacts on existing road infrastructure and use are incorporated in the assessment.</p>
	<p>Para 5.14.18 states: <i>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. ...</i></p> <p>Para 5.14.21 states: <i>The Secretary of State should only consider refusing development on highways grounds if there would be an unacceptable impact on highway safety, residual cumulative impacts on the road network would be severe, or it does not show how consideration has been given to the provision of adequate active public or shared transport access and provision.</i></p> <p>Paras 2.10.161 and 2.10.162 state: <i>Once solar farms are in operation, traffic</i></p>

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

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	<p><i>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.</i></p> <p><i>2.10.162 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>
National Policy Statement for Renewable Energy Infrastructure (EN-3) dated January 2024 ²	<p><i>Para 2.10.35 states: 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><i>Paras 2.10.38 & 2.10.39 state: sometimes access routes will need to be constructed to connect solar farms to the public road network.</i></p> <p><i>Applications should include the full extent of the access routes necessary for operation and maintenance and an assessment of their effects.</i></p>
	<p><i>Para 2.10.121 states: Many solar farms will be sited in areas served by a minor road network. Public perception of the construction phase of solar farms will derive mainly from the effects of traffic movements</i></p>
National Planning Policy Framework (NPPF) dated December 2023 ³	<p><i>Paragraph 109 of NPPF states: Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:</i></p> <ul style="list-style-type: none"> <i>a) making transport considerations an important part of early engagement with local communities;</i> <i>b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;</i>

² <https://www.gov.uk/government/publications/national-policy-statement-for-renewable-energy-infrastructure-en-3>

³ <https://www.gov.uk/guidance/national-planning-policy-framework>

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	<p><i>c) understanding and addressing the potential impacts of development on transport networks;</i></p> <p><i>d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;</i></p> <p><i>e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and</i></p> <p><i>f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.</i></p>
	<p>Paragraph 115 of NPPF states: “<i>In assessing ... specific applications for development, it should be ensured that: sustainable transport modes are prioritised taking account of the vision for the site, 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</i></p>
	<p>Paragraph 118 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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.</i>”.</p>
Planning Practice Guidance - Travel Plans, Transport Assessments and Statements ⁴	<p>Guidance on Transport Assessments set out in more detail good practice for Transport Assessments as outlined in NPPF above:</p> <p><i>Travel Plans, Transport Assessments and Statements should be:</i></p> <ul style="list-style-type: none"> <i>• proportionate to the size and scope of the proposed</i>

⁴ <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

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	<p><i>development to which they relate and build on existing information wherever possible;</i></p> <ul style="list-style-type: none"> <i>• established at the earliest practicable possible stage of a development proposal;</i> <i>• be tailored to particular local circumstances ... ;</i> <i>• be brought forward through collaborative ongoing working between the local planning authority/transport authority.</i>
Lincolnshire Local Transport Plan 5 (LTP5) ⁵ dated 2022	<p>The Foreword to LTP5 states:</p> <p><i>“• We commit to maintaining and improving local connectivity both virtual and physical.</i></p> <p><i>• We support infrastructure that unlocks local sustainable development and provides improved access for all”.</i></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>
Central Lincolnshire Local Plan ⁶ adopted in 2023	<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></p>
	<p>Policy S14 states: <i>“The Central Lincolnshire Joint Strategic Planning</i></p>

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

⁶ <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>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).</i></p> <p><i>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> <p><i>i. The impacts are acceptable having considered the scale, siting and design, and the consequent impacts on ... highway safety and ...</i></p> <p><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> <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 the objectives of the designation, is sympathetically designed and includes any necessary mitigation measures.</i></p> <p><i>The scope of the ES and TA will address forecast generated trips, route assignment and traffic and safety impact assessment."</i></p>
	<p>Policy S49 states: "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."</p>

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South East Lincolnshire Local Plan 2011-2036 ⁷ adopted in 2019	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>
	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: A. For the road-based transport network this will be by: ... 2. securing the delivery of new local access roads to open-up allocations and other locations for development; ... 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 and nature of the development and agreed through early discussion with the Local Highway Authority.”</i>
Institute of Environmental Management and Assessment (IEMA) Guidance: Environmental Assessment of Traffic and Movement (IEMA, 2023) ⁸	Paragraph 1.7 of the IEMA Guidelines states: <i>“The current EIA Regulations contain specific requirements that need 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 Report. ... these ... Guidelines take an overarching position, setting out an approach that can be adopted across England”</i>
Design Manual for Roads and Bridges (DMRB) LA 104 Environmental Assessment and Monitoring Revision 1 dated August 2020 ⁹	DMRB LA 104 is overseen by National Highways and sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects.

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