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# FENWICK SOLAR FARM

**Fenwick Solar Farm**  
**EN010152**

## **Environmental Statement**

**Volume III Appendix 13-1: Legislation, Policy and Guidance (Transport and Access)**

**Document Reference: EN010152/APP/6.3**

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# 1. Introduction

## 1.1 Purpose of This Appendix

- 1.1.1 This Environmental Statement (ES) appendix identifies and describes the legislation, policy and supporting guidance considered relevant to the assessment of the likely significant effects of the Scheme on Transport and Access.
- 1.1.2 Legislation and policy are considered at national and local levels.
- 1.1.3 This appendix does not assess the Scheme against legislation and policy instead the purpose of considering legislation and policy is twofold:
  - a. to identify legislation and policy that could influence the sensitivity of receptors (and therefore the significance of effects) and any requirements for mitigation; and
  - b. to identify legislation and policy that could influence the methodology to be used within the EIA presented in the Environmental Statement. For example, a policy may require the assessment of an impact or the use of a specific methodology.
- 1.1.4 The relevant legislation and policy has been assessed within the **Planning Statement [EN010152/APP/7.1]**. The following sections identify and describe the legislation, policy and supporting guidance considered specifically relevant to the Transport and Access assessment (**ES Volume I Chapter 13: Transport and Access [EN010152/APP/6.1]**). These have been reviewed to understand how traffic and transport related impacts should be assessed, in terms of identifying both the level of impact of the scheme and any necessary mitigation.

## 2. National Legislation and Policy

2.1.1 Legislation, policy and guidance relating to the Transport and Access, and pertinent to the Scheme, comprises the following:

### 2.2 Legislation

2.2.1 There is no legislation relevant to Transport and Access.

### 2.3 Policy

#### National Policy

2.3.1 The Scheme's proposed energy generating technology is not currently specifically referenced by a National Policy Statement (NPS). However, the EIA takes account of the following NPSs, which are considered to be matters that will be important and relevant to the Secretary of State's decision as to whether to grant a Development Consent Order (DCO) for the Scheme:

- a. Overarching National Policy Statement for Energy (EN-1) (November 2023) (Ref. 1);
- b. National Policy Statement for Renewable Energy Infrastructure (EN-3) (November 2023) (Ref. 2); and
- c. National Policy Statement for Electricity Networks Infrastructure (EN-5) (November 2023) (Ref. 3).

2.3.2 The NPSs set out the Government's energy policy, the need for new infrastructure and guidance for determining an application for a DCO. The NPSs include specific criteria and issues which should be covered by applicants in their assessments of the effects of their scheme and set out how the decision maker should consider these impacts.

2.3.3 The relevant NPS requirements, together with an indication of where in the ES information is provided to address these requirements, is provided in Table 1. NPS EN-5 does not contain any relevant guidance on transport and access, therefore Table 1 only lists relevant NPS requirements from NPS EN-1 and NPS EN-3.

**Table 1: Relevant NPS requirements for the Transport and Access assessment**

<b>Relevant NPS Paragraph Reference</b>	<b>Requirement of the NPS</b>	<b>Location of Information Provided to Address This</b>
<b>NPS EN-1 (November 2023)</b>		
Paragraph 5.11.30	Public Rights of way, National Trails, and other rights of access to land are important recreational facilities for example for walkers, cyclists and horse riders. The Secretary of State should expect applicants to take appropriate mitigation measures to address adverse effects on coastal access, National Trails, other rights of way and open access land and, where appropriate, to consider what opportunities there may be to improve or create new access. In considering revisions to an existing right of way, consideration should be given to the use, character, attractiveness, and convenience of the right of way.	The <b>Framework Construction Traffic Management Plan (CTMP) [EN010152/APP/7.17]</b> sets out Public Rights of Way (PRoW) management and mitigation during construction phase. The <b>Framework PRoW Management Plan [EN010152/APP/7.13]</b> also provides a summary of PRoW mitigation measures to avoid adverse effects.
Paragraph 5.14.1	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.	An assessment of Heavy Goods Vehicles (HGVs) including abnormal indivisible loads (AIL) and construction staff is contained within <b>ES Volume I Chapter 13: Transport and Access [EN010152/APP/6.1]</b> , <b>Framework CTMP [EN010152/APP/7.17]</b> and <b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> .

<b>Relevant NPS Paragraph Reference</b>	<b>Requirement of the NPS</b>	<b>Location of Information Provided to Address This</b>
Paragraph 5.14.2	Environmental impacts may result particularly from trips generated on roads which may increase noise and air pollution as well as greenhouse gas emissions.	A full review of the environmental impacts associated with road traffic is covered within <b>ES Volume I Chapter 13: Transport and Access [EN010152/APP/6.1]</b> .
Paragraph 5.14.3	Disturbance caused by traffic and abnormal loads generated during the construction phase will depend on the scale and type of the proposal.	The <b>Framework CTMP [EN010152/APP/7.17]</b> and <b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> outline the measures proposed to mitigate the transport impacts. A requirement of the <b>Draft DCO [EN010152/APP/3.1]</b> secures that these measures are developed in detail and complied with.
Paragraph 5.14.4	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 2.6 of this NPS.	The <b>Framework CTMP [EN010152/APP/7.17]</b> and <b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> have been submitted outlining the measures proposed to mitigate the transport impacts. A requirement of the <b>Draft DCO [EN010152/APP/3.1]</b> secures that these measures are developed in detail and complied with.
Paragraph 5.14.5	If a project is likely to have significant transport implications, the applicant's ES (see Section 4.3) should include a transport appraisal. The DfT's Transport Analysis Guidance (TAG) and Welsh Government's WeITAG provides guidance on modelling and assessing the impacts of transport schemes.	<b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> has been produced as part of the ES. This forms an appraisal of transport in line with DfT guidance.

<b>Relevant NPS Paragraph Reference</b>	<b>Requirement of the NPS</b>	<b>Location of Information Provided to Address This</b>
Paragraph 5.14.6	National Highways and Highways Authorities are statutory consultees on NSIP applications including energy infrastructure where it is expected to affect the strategic road network and/or have an impact on the local road network. Applicants should consult with National Highways and Highways Authorities as appropriate on the assessment and mitigation to inform the application to be submitted.	Details of consultation with National Highways and City of Doncaster Council as the Local Highway Authority (LHA) are contained within <b>ES Volume I Chapter 13: Transport and Access [EN010152/APP/6.1]</b> .
Paragraph 5.14.7	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: <ul style="list-style-type: none"><li>• reduce the need for parking associated with the proposal</li><li>• contribute to decarbonisation of the transport network</li><li>• improve user travel options by offering genuine modal choice</li></ul>	Given the rural location it is acknowledged that there are limitations on staff travelling to the Order limits by walking, cycling and public transport. The <b>Framework CTMP [EN010152/APP/7.17]</b> document has been submitted outlining the measures proposed to mitigate the transport impacts. A requirement of the <b>Draft DCO [EN010152/APP/3.1]</b> secures that these measures are developed in detail and complied with. <b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> provides details of the assessment.
Paragraph 5.14.8	The assessment should also consider any possible disruption to services and infrastructure (such as road, rail and airports).	<b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> includes details within Sections 5.4 and 5.5, which cover vehicle access arrangements, routing and abnormal load requirements.



<b>Relevant NPS Paragraph Reference</b>	<b>Requirement of the NPS</b>	<b>Location of Information Provided to Address This</b>
Paragraph 5.14.9	If additional transport infrastructure is needed or proposed, it should always include good quality walking, wheeling and cycle routes, and associated facilities (changing/storage etc.) needed to enhance active transport provision.	No new transport infrastructure is proposed (e.g. no proposals for any new roads), therefore no associated walking/wheeling/cycling routes are proposed.  Some PRoW diversions are expected to be required. Details of which are provided within <b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> in Sections 4.6, 5.2 and 10.6.
Paragraph 5.14.11	Where mitigation is needed, possible demand management measures must be considered. This could include identifying opportunities to: <ul data-bbox="425 750 1086 1157" style="list-style-type: none"><li>• reduce the need to travel by consolidating trips</li><li>• locate development in areas already accessible by active travel and public transport</li><li>• provide opportunities for shared mobility</li><li>• re-mode by shifting travel to a sustainable mode that is more beneficial to the network</li><li>• retime travel outside of the known peak times</li><li>• reroute to use parts of the network that are less busy</li></ul>	<b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> and the <b>Framework CTMP [EN010152/APP/7.17]</b> document have been submitted outlining the measures proposed to mitigate the transport impacts. A requirement of the <b>Draft DCO [EN010152/APP/3.1]</b> secures that these measures are developed in detail and complied with.
Paragraph 5.14.12	If feasible and operationally reasonable, such mitigation should be required, before considering requirements for the provision of new inland transport infrastructure to deal with remaining transport impacts. All stages of the	<b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> and the <b>Framework CTMP [EN010152/APP/7.17]</b> document have been submitted outlining the measures proposed to mitigate the transport impacts. A

<b>Relevant NPS Paragraph Reference</b>	<b>Requirement of the NPS</b>	<b>Location of Information Provided to Address This</b>
	project should support and encourage a modal shift of freight from road to more environmentally sustainable alternatives, such as rail, cargo bike, maritime and inland waterways, as well as making appropriate provision for and infrastructure needed to support the use of alternative fuels including charging for electric vehicles.	requirement of the <b>Draft DCO [EN010152/APP/3.1]</b> secures that these measures are developed in detail and complied with. Water or rail borne transport is not considered possible for the Scheme location as it is not located near a suitable waterway or railway.
Paragraph 5.14.13	Regard should always be given to the needs of freight at all stages in the construction and operation of the development including the need to provide appropriate facilities for HGV drivers as appropriate.	Details covered within the <b>Framework CTMP [EN010152/APP/7.17]</b> ; in particular, Section 6.4 outlines plans to provide information packs and site inductions to all contractors/drivers.
Paragraph 5.14.14	The Secretary of State may attach requirements to a consent where there is likely to be substantial HGV traffic that: <ul data-bbox="427 981 1093 1355" style="list-style-type: none"><li>• 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</li><li>• make sufficient provision for HGV parking, and associated high quality drive facilities either on the site or at dedicated facilities elsewhere, to support driver welfare, avoid 'overspill' parking on public roads, prolonged queuing on approach roads and uncontrolled</li></ul>	Details covered within the <b>Framework CTMP [EN010152/APP/7.17]</b> . The HGV management measures are covered within Section 5.3 of the Framework CTMP, including details of timing restrictions, parking and traffic marshalling arrangements.

<b>Relevant NPS Paragraph Reference</b>	<b>Requirement of the NPS</b>	<b>Location of Information Provided to Address This</b>
	on-street HGV parking in normal operating conditions <ul style="list-style-type: none"> <li>• ensure satisfactory arrangements for reasonably foreseeable abnormal disruption, in consultation with network providers and the responsible police force.</li> </ul>	
Paragraph 5.14.15	The Secretary of State should have regard to the cost-effectiveness of demand management measures compared to new transport infrastructure, as well as the aim to secure more sustainable patterns of transport development when considering mitigation measures.	<b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> and the <b>Framework CTMP [EN010152/APP/7.17]</b> outline the measures proposed to mitigate the transport impacts. A requirement of the <b>Draft DCO [EN010152/APP/3.1]</b> secures that these measures are developed in detail and complied with.
Paragraph 5.14.16	Applicants should consider the DfT policy guidance “Water Preferred Policy Guidelines for the movement of abnormal indivisible loads” when preparing their application.	Not considered possible for the Scheme location as it is not located near a suitable waterway or railway, as outlined in Section 5.3 of <b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> .
Paragraph 5.14.18	A new energy NSIP may give rise to substantial impacts on the surrounding transport infrastructure and the Secretary of State should therefore ensure that the applicant has sought to mitigate these impacts, including during the construction phase of the development and by enhancing active, public and shared transport provision and accessibility.	Details of mitigation are included within the <b>Framework CTMP [EN010152/APP/7.17]</b> .

<b>Relevant NPS Paragraph Reference</b>	<b>Requirement of the NPS</b>	<b>Location of Information Provided to Address This</b>
Paragraph 5.14.20	Development consent should not be withheld provided that the applicant is willing to enter into planning obligations for funding new infrastructure or requirements can be imposed to mitigate transport impacts. In this situation the Secretary of State should apply appropriately limited weight to residual effects on the surrounding transport infrastructure.	<b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> and the <b>Framework CTMP [EN010152/APP/7.17]</b> outline the measures proposed to mitigate the transport impacts. A requirement of the <b>Draft DCO [EN010152/APP/3.1]</b> secures that these measures are developed in detail and complied with.
Paragraph 5.14.21	The Secretary of State should only consider refusing development on highways grounds if there would be an unacceptable impact on highway safety, residual cumulative impacts on the road network would be severe, or it does not show how consideration has been given to the provision of adequate active public or shared transport access and provision.	Section 13.10 of <b>ES Volume I Chapter 13: Transport and Access [EN010152/APP/6.1]</b> considers the transport related cumulative impacts. Section 10 of <b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> considers the impact of the Scheme during construction, operation and decommissioning phases. Section 5 of the <b>Framework CTMP [EN010152/APP/7.17]</b> sets out measures and controls for mitigation of transport impacts.
<b>NPS EN-3 (November 2023)</b>		
Paragraph 2.10.35	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	<b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> sets out the access strategy for the Scheme.
Paragraph 2.10.44	Applicants should consider and maximise opportunities to facilitate enhancements to the public rights of way and the inclusion, through	Alterations to the PRow network are described within the <b>Framework PRow Management Plan [EN010152/APP/7.13]</b> ,

Relevant NPS Paragraph Reference	Requirement of the NPS	Location of Information Provided to Address This
	site layout and design of access, of new opportunities for the public to access and cross proposed solar development sites (whether via the adoption of new public rights of way or the creation of permissive paths), taking into account, where appropriate, the views of landowners.	which also provides a summary of PRow mitigation measures to avoid adverse effects.
Paragraph 2.10.45	Applicants should set out detail on how public rights of way would be managed to ensure they are safe to use in an outline Public Rights of Way Management Plan.	The <b>Framework PRow Management Plan [EN010152/APP/7.13]</b> provides a summary of PRow mitigation measures to avoid adverse effects.
Paragraph 2.10.123	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.	Section 5.3 of the <b>Framework CTMP [EN010152/APP/7.17]</b> outlines restrictions on HGV routes and timings respectively, to reduce the Scheme impact on the highway network.
Paragraph 2.10.124	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.	Sections 7 and 8 of <b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> set out the approach to distribution of vehicles and Section 10 provides the assessment of highway impact. Section 5 of the <b>Framework CTMP [EN010152/APP/7.17]</b> details the proposed mitigation and management measures.
Paragraph 2.10.125	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,	Section 5.3 of the <b>Framework CTMP [EN010152/APP/7.17]</b> outlines restrictions on HGV routes.

<b>Relevant NPS Paragraph Reference</b>	<b>Requirement of the NPS</b>	<b>Location of Information Provided to Address This</b>
	where modifications to roads and/or bridges are required, these should be identified, and potential effects addressed in the ES.	
Paragraph 2.10.139	In some cases, the local highway authority may request that the Secretary of State impose controls on the number of vehicle movements to and from the solar farm site in a specified period during its construction and, possibly, on the routing of such movements particularly by heavy vehicles.	Section 5.3 of the <b>Framework CTMP [EN010152/APP/7.17]</b> outlines restrictions on HGV routes and timings respectively, to reduce the Scheme impact on the highway network. The <b>Framework CTMP</b> has been informed by consultation with City of Doncaster Council as the LHA.
Paragraph 2.10.140	Where the Secretary of State agrees that this is necessary, requirements could be imposed on development consent	Section 5 of the <b>Framework CTMP [EN010152/APP/7.17]</b> details the proposed mitigation and management measures. This is secured within the <b>Draft DCO [EN010152/APP/3.1]</b> requirements at Schedule 2.
Paragraph 2.10.141	Where cumulative effects on the local road network or residential amenity are predicted from multiple solar farm developments, it may be appropriate for applicants for various projects to work together to ensure that the number of abnormal loads and deliveries are minimised, and the timings of deliveries are managed and coordinated to ensure that disruption to residents and other highway users is reasonably minimised.	No significant cumulative effects relating to transport and access have been identified, as set out in <b>ES Volume I Chapter 13: Transport and Access [EN010152/APP/6.1]</b> .

<b>Relevant NPS Paragraph Reference</b>	<b>Requirement of the NPS</b>	<b>Location of Information Provided to Address This</b>
Paragraph 2.10.142	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.	Section 5.3 of the <b>Framework CTMP [EN010152/APP/7.17]</b> outlines restrictions on HGV routes and timings respectively, to reduce the Scheme impact on the highway network.
Paragraph 2.10.143	Once consent for a scheme has been granted, applicants should liaise with the relevant local highway authority (or other coordinating body) regarding the start of construction and the broad timing of deliveries. Applicants may need to agree a planning obligation to secure appropriate measures, including restoration of roads and verges.	Section 5 of the <b>Framework CTMP [EN010152/APP/7.17]</b> details the proposed mitigation and management measures.
Paragraph 2.10.144	Further it may be appropriate for any non-permanent highway improvements carried out for the development (such as temporary road widening) to be made available for use by other subsequent solar farm developments	No significant cumulative effects relating to transport and access have been identified, as set out in <b>ES Volume I Chapter 13: Transport and Access [EN010152/APP/6.1]</b> .
Paragraph 2.10.161	Once solar farms are in operation, traffic movements to and from the site are generally very light, in some instances as little as a few visits each month by a light commercial vehicle or car. Should there be a need to replace machine components, this may generate heavier commercial vehicle movements, but these are likely to be infrequent.	Section 13.7 of <b>ES Volume I Chapter 13: Transport and Access [EN010152/APP/6.1]</b> and Section 10 of <b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> include consideration of operational impact.

## National Planning Policy Framework

- 2.3.4 The National Planning Policy Framework (NPPF) (December 2023) (Ref. 4) sets out the Government's planning policies for England and how these should be applied. Paragraph 5 outlines that while the NPPF does not contain specific policies for NSIPs, the NPPF is still relevant when considering the determination of DCOs. Therefore, the ES for the Scheme has taken the NPPF into account.
- 2.3.5 Paragraph 8 defines three overarching objectives within the NPPF, which are interdependent and need to be pursued in mutually supportive ways:
- a. **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;
  - b. **A social objective:** to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
  - c. **An environmental objective:** to contribute to protecting and enhancing the natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 2.3.6 The relevant NPPF paragraphs, together with an indication of where in the ES the information is provided to address these requirements, are provided in Table 2.



**Table 2: Relevant NPPF Requirements for the Transport and Access Assessment**

Relevant NPPF Paragraph Reference	Requirement of the NPPF	Location of Information Provided to Address This
Paragraph 108	<p>Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:</p> <ul style="list-style-type: none"> <li>a. the potential impacts of development on transport networks can be addressed;</li> <li>b. opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;</li> <li>c. opportunities to promote walking, cycling and public transport use are identified and pursued;</li> <li>d. the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and</li> <li>e. patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.</li> </ul>	<p><b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> has been submitted with consultation with City of Doncaster Council as the LHA and National Highways. The latest guidance on Transport Assessments has been applied.</p>
Paragraph 109	<p>The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and</p>	<p>Given the rural location it is acknowledged that there are limitations on staff travelling to the Order limits by walking, cycling and public transport. A <b>Framework CTMP [EN010152/APP/7.17]</b> document has been submitted outlining the measures proposed to mitigate the transport impacts. A requirement of the <b>Draft DCO</b></p>

Relevant NPPF Paragraph Reference	Requirement of the NPPF	Location of Information Provided to Address This
	<p>improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.</p>	<p><b>[EN010152/APP/3.1]</b> secures that these measures are developed in detail and complied with.</p>
Paragraph 110	<p>Planning policies should:</p> <ul style="list-style-type: none"> <li>a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;</li> <li>b) 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;</li> <li>c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;</li> <li>d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);</li> <li>e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion</li> </ul>	<p><b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> has been submitted with consultation with the local Highway Authorities including National Highways. The latest guidance on Transport Assessments has been applied.</p>

Relevant NPPF Paragraph Reference	Requirement of the NPPF	Location of Information Provided to Address This
	<p>and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and</p> <p>f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government’s General Aviation Strategy.</p>	
Paragraph 112	<p>Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.</p>	<p><b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> has been submitted with consultation with City of Doncaster Council as LHA and National Highways. The latest guidance on Transport Assessments has been applied.</p>
Paragraph 113	<p>Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded</p>	<p><b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> has been submitted with consultation with City of Doncaster Council as LHA and National Highways. The latest guidance on Transport Assessments has been applied.</p>

Relevant NPPF Paragraph Reference	Requirement of the NPPF	Location of Information Provided to Address This
Paragraph 114	<p>distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.</p> <p>In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:</p> <ul style="list-style-type: none"><li>a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;</li><li>b) safe and suitable access to the site can be achieved for all users;</li><li>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; and</li><li>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.</li></ul>	<p><b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> has been submitted with consultation with the local Highway Authorities including National Highways. The latest guidance on Transport Assessments has been applied.</p>
Paragraph 115	<p>Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.</p>	<p><b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> and <b>Framework CTMP [EN010152/APP/7.17]</b> document have been submitted outlining the measures proposed to mitigate any transport impacts. A requirement of the <b>Draft DCO [EN010152/APP/3.1]</b> secures that these measures are developed in detail and complied with.</p>

Relevant NPPF Paragraph Reference	Requirement of the NPPF	Location of Information Provided to Address This
Paragraph 116	<p>Within this context, applications for development should:</p> <ul style="list-style-type: none"><li>a. give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;</li><li>b. address the needs of people with disabilities and reduced mobility in relation to all modes of transport;</li><li>c. create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;</li><li>d. allow for the efficient delivery of goods, and access by service and emergency vehicles; and</li><li>e. be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.</li></ul>	<p>Given the rural location it is acknowledged that there are limitations on staff travelling to the Order Limits by walking, cycling and public transport. A <b>Framework CTMP [EN010152/APP/7.17]</b> document has been submitted outlining the measures proposed to mitigate the transport impacts. A requirement of the <b>Draft DCO [EN010152/APP/3.1]</b> secures that these measures are developed in detail and complied with.</p>
Paragraph 117	<p>All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.</p>	<p><b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> and <b>Framework CTMP [EN010152/APP/7.17]</b> document have been submitted outlining the measures proposed to mitigate the transport impacts. A requirement of the <b>Draft DCO</b></p>

**Relevant NPPF  
Paragraph  
Reference**

**Requirement of the NPPF**

**Location of Information Provided to Address This**

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**[EN010152/APP/3.1]** secures that these measures are developed in detail and complied with.

## **National Planning Policy Guidance**

- 2.3.7 The National Planning Policy Guidance (NPPG) for Travel Plans, Transport Assessments and Statements (2014) (Ref. 5) sets out guidance for the Government's planning policy for England and how these should be applied.
- 2.3.8 The relevant NPPG paragraphs, together with an indication of where in the ES the information is provided to address these requirements, are provided in Table 3.

**Table 3: Relevant NPPG for Travel Plans, Transport Assessments and Statements requirements for the Transport and Access assessment**

<b>Relevant NPPG Paragraph Reference</b>	<b>Requirement of the NPPG</b>	<b>Location of Information Provided to Address This</b>
Paragraph 14	<p>The need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development.</p> <p>Key issues to consider at the start of preparing a Transport Assessment or Statement may include:</p> <ul style="list-style-type: none"><li>• the planning context of the development proposal;</li><li>• appropriate study parameters (i.e. area, scope and duration of study);</li><li>• assessment of public transport capacity, walking/cycling capacity and road network capacity;</li><li>• road trip generation and trip distribution methodologies and/or assumptions about the development proposal;</li><li>• measures to promote sustainable travel;</li><li>• safety implications of development; and</li><li>• mitigation measures (where applicable) – including scope and implementation strategy.</li></ul>	<p><b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> has been submitted with consultation with the local Highway Authorities including National Highways. The latest guidance on Transport Assessments has been applied.</p>



Relevant NPPG Paragraph Reference	Requirement of the NPPG	Location of Information Provided to Address This
Paragraph 15	<p>The scope and level of detail in a Transport Assessment or Statement will vary from site to site but the following should be considered when settling the scope of the proposed assessment:</p> <ul style="list-style-type: none"><li>• information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport)</li><li>• information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;</li><li>• data about existing public transport provision, including provision/frequency of services and proposed public transport changes;</li><li>• a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;</li><li>• an assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next 3 years);</li><li>• data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study</li></ul>	<p><b>ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]</b> has been submitted with consultation with the local Highway Authorities including National Highways. The latest guidance on Transport Assessments has been applied.</p>

**Relevant NPPG  
Paragraph  
Reference**

**Requirement of the NPPG**

**Location of Information Provided to Address This**

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area and identification of critical links and junctions on the highways network;

- an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area;
- an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);
- measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;
- a description of parking facilities in the area and the parking strategy of the development;
- ways of encouraging environmental sustainability by reducing the need to travel; and
- measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.

### **3. Guidance**

#### **Department for Transport (DfT) Circular 01/2022**

- 3.1.1 The DfT Circular 01/2022 (Ref. 6) is the policy of the Secretary of State for Transport in relation to the Strategic Road Network (SRN). This policy paper explains how National Highways will:
- a. Engage with the planning system; and
  - b. Fulfil its remit to be a delivery partner for sustainable economic growth whilst maintaining, managing, and operating a safe and efficient strategic road network.
- 3.1.2 It addresses the requirements for roadside facilities, including heavy goods vehicles driver services and new provisions for zero emissions vehicles.

#### **Other Industry Guidance**

- 3.1.3 The Institute of Environmental Management and Assessment (IEMA) Guidelines – Environmental Assessment of Traffic and Movement (2023) (Ref. 7), provides guidance on examining the environmental impacts of developments in terms of traffic and transportation. This guidance has been used to outline the scope of the assessment.
- 3.1.4 Design Manual for Road and Bridges (DMRB) (Ref. 8) has been taken into account alongside the above documents to guide development of transport and access assessment.

## 4. Local Policy and Guidance

### 4.1 Policy

- 4.1.1 The following local policies have been considered and are relevant to the assessment of the effects of the Scheme on Transport and Access:
- a. Doncaster Local Plan 2015–2035 (Ref. 9): Outlines how the Borough will grow and develop from 2015–2035. It sets out policies and proposals to meet the needs for housing, employment, and other development. According to planning law, planning permission applications must be determined in accordance with the Plan, unless material considerations, such as NPPF, indicated otherwise;
  - b. Doncaster Infrastructure Strategy 2019 (Ref. 10): The Doncaster Infrastructure Strategy outlines the investment requirements and funding mechanisms to support the delivery of growth objectives specified in the Doncaster Local Plan up to 2035. Additionally, it addresses who will be responsible for providing infrastructure, timelines and locations; and
- 4.1.2 The Scheme is located entirely within City of Doncaster Council's administrative area and comprises land which is predominantly agricultural in nature. The administrative areas of North Yorkshire Council and East Riding of Yorkshire Council are located immediately north and approximately 1 km northeast of the Order limits.
- 4.1.3 The policies set out in the documents above relate to how traffic and transport related impacts should be dealt with, in terms of identifying the level of impact, as well as mitigation, which might be necessary. Therefore, in accordance with the policies and guidance set out above, a **Framework CTMP [EN010152/APP/7.17]** and **ES Volume III Appendix 13-4: Transport Assessment [EN010152/APP/6.3]** have been prepared, which identifies the impact of the Scheme and what mitigation is required.

## 5. References

- Ref. 1 Department of Energy and Climate Change (DECC) (2023). National Policy Statement for Energy (EN-1) (November 2023). Available at: <https://assets.publishing.service.gov.uk/media/65bbfbdc709fe1000f637052/overarching-nps-for-energy-en1.pdf>. [Accessed 15 February 2024].
- Ref. 2 DECC (2023). National Policy Statement for Renewable Energy Infrastructure (EN-3) (November 2023). Available at: <https://assets.publishing.service.gov.uk/media/65a7889996a5ec000d731aba/nps-renewable-energy-infrastructure-en3.pdf>. [Accessed 15 February 2024].
- Ref. 3 DECC (2023). National Policy Statement for Electricity Networks Infrastructure (EN-5) (November 2023). Available at: <https://assets.publishing.service.gov.uk/media/65a78a5496a5ec000d731abb/nps-electricity-networks-infrastructure-en5.pdf>. [Accessed 15 February 2024].
- Ref. 4 Ministry of Housing, Communities and Local Government (2023). National Planning Policy Framework (NPPF) (December 2023). Available at: [https://assets.publishing.service.gov.uk/media/65a11af7e8f5ec000f1f8c46/NPPF\\_December\\_2023.pdf](https://assets.publishing.service.gov.uk/media/65a11af7e8f5ec000f1f8c46/NPPF_December_2023.pdf). [Accessed 15 February 2024].
- Ref. 5 Department for Transport's (DfT) (2014). Guidance on Travel Plans, Transport Assessments and Statements in Decision Taking. Available at: <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>. [Accessed 15 February 2024].
- Ref. 6 DfT (2022). The DfT Circular 01/2022. Available at: <https://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development>. [Accessed 15 February 2024].
- Ref. 7 IEMA (2023). Environmental Assessment of Traffic and Movement. Available at <https://www.iema.net/resources/blog/2023/07/12/new-iema-guidance-environmental-assessment-of-traffic-and-movement>. [Accessed 15 February 2024].
- Ref. 8 National Highways (2020). Design Manual for Road and Bridges (DMRB). Available at: <https://nationalhighways.co.uk/suppliers/design-standards-and-specifications/design-manual-for-roads-and-bridges-dmr/>. [Accessed 15 February 2024].
- Ref. 9 City of Doncaster Council (2021). City of Doncaster Local Plan. Available at <https://www.doncaster.gov.uk/services/planning/local-plan>. [Accessed 15 February 2024].
- Ref. 10 City of Doncaster Council (2020). Doncaster Infrastructure Strategy. Available at [https://dmbcwebstolive01.blob.core.windows.net/media/Default/Planning/Documents/Local%20Plan/Evidence%20-%20General/Doncaster%20Infrastructure%20Strategy%20Main%20Report%20\(2020%20Update\).pdf](https://dmbcwebstolive01.blob.core.windows.net/media/Default/Planning/Documents/Local%20Plan/Evidence%20-%20General/Doncaster%20Infrastructure%20Strategy%20Main%20Report%20(2020%20Update).pdf). [Accessed 15 February 2024].



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