



One Earth Solar Farm

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Appendix 12.1: Summary of Relevant Legislation, Policy and Technical Guidance

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A.12 Transport and Access Legislation, Planning Policy and Guidance

A.12.1 Review of Policy, Legislation and Relevant Guidance

- A.12.1.1. Legislation, planning policy and guidance relating to transport and access, and pertinent to the Proposed Development comprises:

National Planning Policy

Overarching National Policy Statement for Energy (EN-1) (2024)

- A.12.1.2. This provides overarching government policy on energy NSIPs and the way in which any impacts and mitigation measures will be considered. Specific extracts relating to this Proposed Development are as follows:
- A.12.1.3. Paragraph 5.14.6 states that “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.”
- A.12.1.4. Paragraph 5.14.7 states that “*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:*
- > reduce the need for parking associated with the proposal;
 - > contribute to decarbonisation of the transport network; and
 - > improve user travel options by offering genuine modal choice.”

National Policy Statement for Renewable Energy Infrastructure (EN-3)

- A.12.1.5. This provides specific policy on how renewable energy NSIPs should be assessed and determined, and the way in which any impacts and mitigation measures will be considered. Specific extracts relating to this Proposed Development are as follows:
- A.12.1.6. Paragraphs 2.10.123 to 2.10.126 state that “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.
- A.12.1.7. 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.

- A.12.1.8. Applicants should ensure all sections of roads and bridges on the proposed delivery route can accommodate the weight and volume of the loads and width of vehicles. Although unlikely, where modifications to roads and/or bridges are required, these should be identified, and potential effects addressed in the ES.
- A.12.1.9. Where a cumulative impact is likely because multiple energy infrastructure developments are proposing to use a common port and/or access route and pass through the same towns and villages, applicants should include a cumulative transport assessment as part of the ES. This should consider the impacts of abnormal traffic movements relating to the project in question in combination with those from any other relevant development. Consultation with the relevant local highways authorities is likely to be necessary.”

National Planning Policy Framework (2024)

- A.12.1.10. The National Planning Policy Framework (NPPF) is an overarching document which sets out government planning policy for development outside of the NSIP regime in England, and how this is expected to be applied by local authorities and developers. The NPPF can be an important and relevant consideration for NSIPs as well, but in the event of any conflict, the NPS policy prevails. The NPPF provides a framework for local sustainable development via local plans. Specific extracts relating to this Proposed Development are as follows:
- A.12.1.11. Paragraph 109 states that “*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:*
- a) making transport considerations an important part of early engagement with local communities;*
 - 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;*
 - c) understanding and addressing the potential impacts of development on transport networks;*
 - 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;*
 - e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*

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.”

Local Planning Policy

- A.12.1.12. Local planning policy relevant to our Order Limits is set out below. Local policies can be an important and relevant consideration for NSIPs as well, but in the event of any conflict, the NPS policy prevails.

Newark and Sherwood, Draft Amended Allocations and Development Management Plan (AADMDPD), Regulation 22, (January 2024)

- A.12.1.13. The AADMDPD (January 2024) version is currently at Regulation 22, as such the July 2013 version remains relevant. Specific policies within the 2013 version of the AADMPD that remain relevant to the Proposed Development include Policies DM4 and DM5.
- A.12.1.14. Policy DM4(3) notes that renewable and low carbon energy generation related planning permissions will be granted “where the benefits are not outweighed by detrimental impact from the operation and maintenance of the development and through the installation process upon highway safety.”
- A.12.1.15. Policy DM5 states “*In accordance with the requirements of Core Policy 9, all proposals for new development shall be assessed against the following criteria:*
- 1. Access: Provision should be made for safe and inclusive access to new development. Where practicable, this should make use of Green Infrastructure and as many alternative modes of transport as possible.*
- 2. Parking: Parking provision for vehicles and cycles should be based on the scale and specific location of the development. Development resulting in the loss of parking provision will require justification”*

Newark and Sherwood District Council (2023), Local Development Framework, Allocations and Development Management, Development Plan Document (AADMDPD), Submission Version, January 2024

- A.12.1.16. This amended local Development Plan Document (DPD) has been compiled to ensure that the wider development framework within Newark and Sherwood District Council sufficiently allocates land for development to meet the needs of the area, up until 2033. The document includes “*new and amended Housing and Affordable Housing Policies which replace those included in the Amended Core Strategy and new Gypsy Roma Traveller policies and allocations. The document also sets out amendments to urban boundaries and village envelopes, retail boundaries as well as sites requiring continued protection from development (open space and green infrastructure designations). It also*

includes a suite of Development Management policies to provide greater direction, help deliver specific allocations and assist in the day-to-day assessment of planning applications.” This DPD is currently under examination via the Secretary of State with an independent planning inspector.

- A.12.1.17. Specific policies within the AADMDPD relevant to the Proposed Development include Policy DM5(b) “Design” states that *“In accordance with the requirements of Core Policy 9 of the Amended Core Strategy, having addressed the design principles set out in the National Design Guide and any local Design Codes, all proposals for new development shall be assessed against the following criteria:*

Access

Provision should be made for safe and inclusive access to new development. Integration of sustainable and active modes of travel is encouraged and, where practicable, developments should include dedicated walking and cycling corridors, connecting to existing defined routes in the surrounding area, making use of multifunctional Green Infrastructure.

Parking

Parking provision for vehicles and cycles should be based on the scale and specific location of the development. Parking for vehicles and cycles in new residential development should be appropriate in terms of amount, design and layout, in accordance with the adopted Residential Cycle and Car Parking Design Guide SPD. Development resulting in the loss of parking provision will require justification. Proposals should give careful consideration to the location of vehicle and cycle parking in relation to public transport provision in order to maximise opportunities for multimodal travel.”

Newark and Sherwood District Council (2019), Amended Core Strategy Development Plan

- A.12.1.18. The Amended Core Strategy for Newark and Sherwood District is part of the Local Development Framework for the area. This strategy outlines the overarching issues and objectives to address over a 20-year period, contextualising this into wider vision, series of objectives and core policies toward delivery.
- A.12.1.19. There are no policies which are relevant to the Proposed Development, with regards to transport and access, as detailed in the Amended Core Strategy.

Central Lincolnshire Local Plan (2023)

- A.12.1.20. The Local Plan for the central Lincolnshire area sets out the approach to planning policy and overarching development allocations to drive growth in the area over a 20-year period. The Local Plan is contextualised into a wider vision, series of objectives and core policies toward delivery.

A.12.1.21. Specific policies detailed in the Local Plan and are relevant to the Proposed Development, as below.

A.12.1.22. Policy S47 “Accessibility and Transport” states that:

“Development proposals which contribute towards an efficient and safe transport network that offers a range of transport choices for the movement of people and goods will be supported. All developments should demonstrate, where appropriate, that they have had regard to the following criteria:

- a) Located where travel can be minimised and the use of sustainable transport modes maximised;*
- b) Minimise additional travel demand through the use of measures such as travel planning, safe and convenient public transport, car clubs, walking and cycling links and integration with existing infrastructure;*
- c) Making allowance for low and ultra-low emission vehicle refuelling infrastructure.*

Delivering Transport Related Infrastructure

All development proposals should have regard to the IDP, and, where necessary contribute to the delivery of the following transport objectives, either directly where appropriate (such as the provision of infrastructure or through the contribution of land to enable a scheme to occur) or indirectly (such as through developer contributions as set out in Policy S45).

For Strategic Transport Infrastructure:

- d) Improve and manage the strategic highway infrastructure for a range of users and increased capacity where appropriate and viable;*
- e) Improve and manage the wider road infrastructure to benefit local communities including through the use of traffic management and calming initiatives where appropriate on rural roads, and key transport links in the towns and villages;*
- f) Deliver opportunities for improved road and rail interaction, and avoiding impacts upon level crossings;*
- g) Improve, extend and manage the strategic cycling network for a range of users;*
- h) Support the enhancement of existing or proposed transport interchanges;*
- i) Improve and manage the strategic highway infrastructure, wider road infrastructure and public rights of way network to deliver biodiversity net gain, including improved connectivity and extent of green infrastructure guided by local nature recovery strategy; and*
- j) Explore opportunities to utilise waterways for transport, particularly freight.*

For Public and Community Transport Infrastructure and Services:

k) Assist in the implementation of infrastructure which will help all communities in Central Lincolnshire, including people living in villages and small settlements, to have opportunities to travel without a car for essential journeys;

l) Improve the integration, efficiency, accessibility, safety, convenience and comfort of public transport stations, including both rail and buses;

m) Deliver flexible transport services that combine public and community transport, ensuring that locally based approaches are delivered to meet the needs of communities;

n) Assist in bringing forward one or more mobility hubs in the Lincoln area.

To demonstrate that developers have considered and taken into account the requirements of this policy, an appropriate Transport Statement/ Assessment and/ or Travel Plan should be submitted with proposals, with the precise form dependent on the scale and nature of development and agreed through early discussion with the local planning or highway authority and external bodies where relevant.

Any development that has severe transport implications will not be granted planning permission unless deliverable mitigation measures have been identified, and arrangements secured for their implementation, which will make the development acceptable in transport terms.”

Bassetlaw District Council (2010) Local Development Framework, Publication Core Strategy and Development Management Policies

A.12.1.23. The Core Strategy for the Bassetlaw District sets out the overarching vision for the area up until 2026, including the policy approach to deliver this.

A.12.1.24. Policy DM13 “Sustainable Transport” is relevant to the Proposed Development and states that:

“Development proposals will be expected to:

- Minimise the need to travel by private car;*
- Provide linkages to, or develop new, footways, cycle paths and bridleways giving access to key local facilities (especially town centres).*

Optimisation of the highway network and highway capacity improvements should only be considered once the above criteria have been addressed.

Development proposals will be accompanied by a Transport Statement or Assessment, as appropriate, in line with the trigger points contained within Guidance on Transport Assessment (DfT 2007) or subsequent Highways guidance.

Nottinghamshire Local Transport Plan

Development proposals will be required to be consistent with, and contribute to the implementation of, the Nottinghamshire Local Transport Plan. Proposals will not be supported where they will prevent the implementation of schemes identified in the Nottinghamshire Local Transport Plan. Reference should be made to this Plan when considering new proposals.

Parking Standards

Residential development proposals will be expected to demonstrate accordance with local parking standards through the provision of the necessary levels of cycle, motorcycle, and car parking facilities. Non-residential parking should be provided in line with the 6Cs Highway Design Guide adopted by Nottinghamshire County Council on 1 April 2009.

A reduction in parking provision will be considered where it is demonstrated that this will not impact adversely on the surrounding area (notably in relation to an increase in on-street parking) and is in the interest of sustainable development, especially in terms of encouraging the use of walking, cycling, and/or public transport. Further information on parking standards will be provided in a Supplementary Planning Document.”

Draft Bassetlaw Local Plan (2023) 2020-2038: Main Modifications Version, August 2023

- A.12.1.25. This Local Plan sets out Bassetlaw District’s planning and policy framework, development strategy and site allocations to inform effective delivery of the overall vision up until 2038.
- A.12.1.26. Policies set out in the Local Plan are relevant to the Proposed Development.
- A.12.1.27. Policy ST51 “Renewable Energy Generation” states that:

“Development that generates, shares, transmits and/or stores zero carbon and/or low carbon renewable energy including community energy schemes will be supported subject to the satisfactory resolution of all relevant site specific and cumulative impacts upon:

- a) Location, setting and position in the wider landscape, resulting from its siting and scale;*
- b) Natural and heritage assets and their settings;*
- c) Air and water quality;*
- d) Hydrology and hydrogeology;*
- e) The best and most versatile agricultural land;*
- f) Existing highway capacity and highway safety;*
- g) Noise, light, glare, smell, dust, emissions or flicker;*
- h) Aviation and radar; and*
- i) Recreation and local amenity.*

Proposals must take into account operational and approved developments, as well as any proposed intensification to operational or approved proposals. Proposals involving one or more wind turbines will be supported where:

- a) *the site is located within an area defined as being suitable for wind energy in a made neighbourhood plan or development plan document; and*
- b) *following consultation, it can be satisfactorily demonstrated that all potential adverse planning impacts identified by affected local communities have been fully addressed, including cumulative impacts identified in Part 1 above.*

All renewable energy development will be expected to provide details of the expected power generation based upon expected yield or local self-consumption to enable effective monitoring of the district's contribution to the national zero carbon targets.

A decommissioning programme applied by a Condition to any planning permission granted will be required to demonstrate that the site can be returned to an acceptable state, three years after cessation of operations."

Lincolnshire County Council (2021) Local Transport Plan 5.

- A.12.1.28. This document sets out the overarching transport and highways strategy for Lincolnshire. In the short term, this plan looks at immediate needs in terms of supporting the Lincolnshire growth agenda from 2022-2026. In the medium term, the plan looks at supporting other local plans toward 2034, and in the longer term, a vision for trends and opportunities up until 2050. The main focus of the report is the integrated transport strategy which is seen as a policy bridge between these transport aims and other elements of local plans in the area. The implementation plan and local transport boards & strategies detail the way in which the strategy will be implemented.

Nottinghamshire County Council (2011) Nottinghamshire Local Transport Plan 2011 – 2026

- A.12.1.29. This local transport plan details a strategy on delivering transport improvements within Nottinghamshire, and separately how this plan will be implemented in practice through different investment measures and prioritisation. Review periods are embedded into the implementation plan to ensure its effectiveness as well as ensuring the plan is still in line with the area's needs. This plan also sets out key goals, which are to:
- *"Provide a reliable, resilient transport system which supports a thriving economy and growth whilst encouraging sustainable and healthy travel;*
 - *improve access to key services, particularly enabling employment and training opportunities; and*
 - *minimise the impacts of transport on people's lives, maximise opportunities to improve the environment and help tackle carbon emissions."*

National Guidance

National Highways (2020) Design Manual for Roads & Bridges (DMRB)

- A.12.1.30. The DMRB is a suite of documents which acts as a manual to define design parameters and other requirements for all road infrastructure under the

jurisdiction of National Highways. These documents contain current design standards, assessments and operational information, further acting as a guide for practitioners to utilise when undertaking transport assessment and other environmental assessments through a highways project lifecycle.

Planning Practice Guidance (2014) “Travel Plans, Transport Assessments and Statements”

- A.12.1.31. As part of the PPG, this guidance details the principles of undertaking transport assessment, when certain assessments are required, and the detail needed to ensure effective delivery. This guidance gives information on why this assessment is important, the information to include and the principles to abide by when completing effective assessment.

Institute of Environmental Assessment (IEA) (1993), The Guidelines for the Environmental Assessment of Road Traffic

- A.12.1.32. Building on legislation and guidance from the European Commission, this guideline document provides practitioners with a consistent approach to the appraisal of traffic issues for a range of developments. Furthermore, the approach to early assessment and identification of issues is embedded into this guidance to promote better development going forward.

Institute of Environmental Management and Assessment (IEMA) (2023) Environmental Assessment of Traffic and Movement.

- A.12.1.33. These assessment guidelines build upon the previous document (above) and remains as an advice document to advise practitioners on undertaking an appraisal of traffic impacts as part of other environmental assessments. Further guidance has also been incorporated into this document from other environment disciplines which have interactions with traffic and transport.

Local Guidance

Nottinghamshire County Council (2021) The Nottinghamshire Highway Design Guide.

- A.12.1.34. This guide provides users with design specifications regarding general street works, including SuDS and other drainage. The document promotes design interventions which contribute towards low-speed neighbourhoods and general modal shift from private vehicles. The guide updates previous guidance and clearly sets out the level of assessment required as part of development applications, residential geometric requirements, as well as definitions regarding traffic and transport.



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