



Meridian Solar Farm

EN010169

Volume 6

Environmental Statement

6.3 ES Appendix 15-1: Traffic
and Transport Legislation,
Policy and Guidance

APFP Regulation 5(2)(a)

Infrastructure Planning (Applications:
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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 guidance considered relevant to the assessment of the likely significant effects of Meridian Solar Farm (hereafter referred to as 'the Scheme') with regards to Traffic and Access. Policy is considered at both national and local levels.
- 1.1.2. This appendix does not assess the Scheme against legislation, policy and guidance, instead the purpose of considering legislation, policy and guidance in the EIA is twofold:
 - To identify legislation, policy and guidance that could influence the sensitivity of receptors (and therefore the significance of effects) and any requirements for mitigation; and
 - To identify legislation, policy and guidance that could influence the methodology of the EIA and signposting where this is dealt with in the ES. For example, a policy may require the assessment of an impact or the use of a specific methodology.
- 1.1.3. Instead, policy compliance is assessed within the **Planning Statement** (Doc Ref. 7.1).
- 1.1.4. The following sections identify and describe the legislation, policy and guidance considered specifically relevant to the Traffic and Access assessment, which have been taken into account in preparing **ES Chapter 15: Traffic and Access** (Doc Ref. 6.1).

2. Legislation

2.1.1. There is no specific legislation relevant to Traffic and Access.

3. National Policy Statements

3.1.1. The EIA has been undertaken with reference to the following National Policy Statements (NPSs), which are relevant to the Scheme:

- Overarching National Policy Statement for Energy (NPS EN-1)¹;
- National Policy Statement for Renewable Energy (NPS EN-3)²; and
- National Policy Statement for Electricity Networks Infrastructure (NPS EN-5)³.

3.1.2. The NPSs set out the Government's energy policy for the delivery of major energy infrastructure, along with the need for new infrastructure and guidance for determining applications for Development Consent Orders (DCOs). The NPSs provide specific guidance and criteria that applicants should cover when assessing the effects of their Scheme, and how the Secretary of State should consider these impacts and any mitigation measures applied.

3.1.3. The relevant NPS requirements for Traffic and Access are provided in Table 3-1, along with an indication of where in the ES this information can be sourced.

¹ DESNZ (2025). Overarching NPS for Energy (NPS EN-1). Available at: <https://assets.publishing.service.gov.uk/media/695d1015f41883f4e50ed9ab/overarching-national-policy-statement-for-energy-en-1-web-accessible.pdf> [Accessed 09 January 2026]

² DESNZ (2025). NPS for Renewable Energy Infrastructure (NPS EN-3). Available at: <https://assets.publishing.service.gov.uk/media/695d1368b5c46330350ed9a2/national-policy-statement-for-renewable-energy-infrastructure-en-3-web-accessible.pdf> [Accessed 09 January 2026]

³ DESNZ (2025). NPS for Electricity Networks (NPS EN-5). Available at: <https://assets.publishing.service.gov.uk/media/695d12e1b5c46330350ed9a1/national-policy-statement-for-electricity-networks-infrastructure-en-5-web-accessible.pdf> [Accessed 09 January 2026]

Table 3-1: Relevant NPS Policy for Traffic and Access

Relevant NPS Paragraph	Requirement of the NPS	Location of information provided to address this
Overarching NPS for Energy EN-1		
5.14.5	If a project is likely to have significant transport implications, the applicant’s ES (see Section 4.3) should include a vision for transport and an assessment of potential transport impacts.	An assessment of the transport impacts of the Scheme is included in Section 15.8 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) This assessment has been undertaken in accordance with TAG guidelines.
5.14.6	The DfT’s Transport Analysis Guidance (TAG) provides guidance on modelling and assessing the impacts of transport schemes.	
5.14.7	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, including any reasonable future tested scenarios and mitigation to inform the application to be submitted.	Section 15.3 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) outlines the consultation and engagement carried out to date with National Highways (NH) and Lincolnshire County Council (LCC) as the local highway authority.
5.14.8	The applicant should prepare a travel plan adopting a vision-led approach to identify demand management and monitoring and fall-back measures that proactively mitigate transport impacts by providing details of proposed measures to improve access by active, public and shared transport to:	An Outline Construction Traffic Management Plan (CTMP) (Doc Ref. 7.13) is submitted with the DCO application and Section 15.7 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) outlines the embedded mitigation measures, including those designed to encourage construction workers to travel

Relevant NPS Paragraph	Requirement of the NPS	Location of information provided to address this
	<ul style="list-style-type: none"> • 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. 	by sustainable modes or to car share, which have been incorporated into the Scheme design.
5.14.9	The assessment should also consider any possible disruption to services and infrastructure (such as road, rail and airports).	Section 15.8 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) forecasts impacts on the road network as a result of the Scheme during the construction (and decommissioning) phase. The Scheme is not expected to result in any disruption to other local services or infrastructure such as rail services.
5.14.10	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 additional transport infrastructure is required to mitigate the Scheme, beyond the provision of new access points to accommodate construction and operational traffic. All construction compounds will include safe pedestrian routes, cycle parking and welfare facilities to enhance active transport provision. In accordance with the Outline CTMP (Doc Ref. 7.13), the Framework CTMP prepared by the contractor post-DCO consent will include further detail on proposed highway improvements such as carriageway widening.
5.14.11	Applicants should discuss with network providers the possibility of co-funding by government for any third-	Section 15.3 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) provides a record of engagement with key stakeholders

Relevant NPS Paragraph	Requirement of the NPS	Location of information provided to address this
	<p>party benefits. Guidance has been issued which explains the circumstances where this may be possible, although the government cannot guarantee in advance that funding will be available for any given uncommitted scheme at any specified time.</p>	<p>regarding traffic and access prior to the submission of the DCO Application.</p>
<p>5.14.12</p>	<p>Where mitigation is needed, possible demand management measures must be considered. This could include identifying opportunities to:</p> <ul style="list-style-type: none"> • Reduce the need to travel by consolidating trips; • Locate development in areas already accessible by active travel and public transport; • Provide opportunities for shared mobility; • Re-mode by shifting travel to a sustainable mode that is more beneficial to the network; • Retime travel outside of the known peak times; and • Reroute to use parts of the network that are less busy. 	<p>An Outline CTMP (Doc Ref. 7.13) has been produced to support ES Chapter 15: Traffic and Access (Doc Ref. 6.1). Section 15.7 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) outlines the embedded mitigation measures proposed to support the Scheme.</p>
<p>5.14.13</p>	<p>If feasible and operationally reasonable, such mitigation should be required, before considering requirements for the provision of new inland transport infrastructure to</p>	<p>Details on embedded mitigation are provided in Section 15.7 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) and in the Outline CTMP (Doc Ref. 7.13).</p>

Relevant NPS Paragraph	Requirement of the NPS	Location of information provided to address this
	deal with remaining transport impacts. All stages of the project should support and prioritise 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	
5.14.14	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	Mitigation measures pertaining to freight and HGVs are outlined in Section 15.7 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1). Management measures for HGVs are also detailed in the Outline CTMP (Doc Ref. 7.13).
5.14.16	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.	Refer to Section 15.7 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) for mitigation measures. Demand management measures including provision of shuttle bus services and encouraging staff to car share are included in the Outline CTMP (Doc Ref. 7.13).
5.14.19	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.	The potential traffic impacts of the Scheme have been evaluated in Section 15.8 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1). This assessment indicates that, with the embedded mitigation measures outlined in Section 15.7 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1), the Scheme is not expected to result in any significant effects with respect to Traffic and Access.
5.14.21	Development consent should not be withheld provided that the applicant is willing to enter into planning	No new transport infrastructure is proposed as part of the Scheme, since there are no significant impacts which require

Relevant NPS Paragraph	Requirement of the NPS	Location of information provided to address this
	<p>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.</p>	<p>mitigation. Mitigation measures will be secured as part of the management plans, such as the Outline CTMP (Doc Ref. 7.13), as a requirement of the Draft DCO (Doc Ref. 3.1).</p>
5.14.22	<p>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</p>	<p>Section 15.8 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) shows that no significant effects are expected as a result of the Scheme, including on highway safety. Section 15.11 concludes that there is a potential for significant cumulative effects, in the worst-case scenario where the construction peaks of cumulative schemes overlap with that of the Meridian Solar Scheme. Mitigation measures to reduce these effects are set out within the Outline CTMP (Doc Ref. 7.13). The Outline Public Rights of Way Management Plan (PRoW-MP) (Doc. Ref. 7.15) sets out how local PRoW and Common Land will be impacted by the Scheme and how these impacts will be managed and mitigated. No significant effects have been identified from the Scheme on its own or in-combination with cumulative schemes.</p>
NPS for Renewable Energy EN-3		
2.10.115	<p>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.</p>	<p>Proposed HGV and AIL routing is shown in ES Figures 15-3 and 15-4 (Doc. Ref. 6.2). These routes have been chosen as the most appropriate for delivering materials and components to the Scheme.</p>

Relevant NPS Paragraph	Requirement of the NPS	Location of information provided to address this
2.10.116	Where the exact location of the source of construction materials, such as crushed stone or concrete is not known at the time of the application applicants should assess the worst-case impact of additional vehicles on the likely potential routes.	Section 15.8 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) outlines the assessment of effects, which assesses the peak construction phase and therefore the worst-case impact of HGVs on the most likely construction routes. The proposed HGV and AIL routing is shown in ES Figures 15-3 and 15-4 (Doc. Ref. 6.2).
2.10.117	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.	The Outline CTMP (Doc Ref. 7.13) outlines how the Scheme access layouts have been designed to accommodate the weight, volume and width of HGVs.
2.10.131	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	Noted. Section 15.7 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) outlines proposed embedded mitigation measures, which include measures pertaining to the movement timings of HGVs. The proposed routing of HGVs and AILs is shown in ES Figures 15-3 and 15-4 (Doc. Ref. 6.2) and have been chosen as the most appropriate for delivering materials and components to the Scheme.
2.10.133	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	Section 15.11 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) discusses the cumulative impact on the transport network taking into account other infrastructure schemes that may be in construction at the same time.

Relevant NPS Paragraph	Requirement of the NPS	Location of information provided to address this
	are managed and coordinated to ensure that disruption to residents and other highway users is reasonably minimised.	
2.10.134	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.	An Outline CTMP (Doc Ref. 7.13) has been produced to support ES Chapter 15: Traffic and Access (Doc Ref. 6.1). Section 15.7 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) outlines the embedded mitigation measures which will be employed on the Scheme.
2.10.135	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.	Relevant liaison has been carried out to date with LCC highways and NH regarding the start of construction and the broad timing of deliveries.
2.10.136	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.	An Outline CTMP (Doc Ref. 7.13) has been produced to support ES Chapter 15: Traffic and Access (Doc Ref. 6.1). Section 15.7 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) outlines some example embedded mitigation measures.
National Policy Statement for Energy EN-5		
NPS EN-5 was updated and published in January 2026 and sets out the policies relating to electricity generation and its infrastructure, for consideration in conjunction with NPS EN-1. There are no technology-specific policies relating to Traffic and Access contained within EN-5.		

4. National Planning Policy Framework

- 4.1.1. The National Planning Policy Framework (NPPF) outlines the Government's planning policies for England and provides guidance on their implementation. Paragraph 5 outlines that while the NPPF does not contain specific policies for Nationally Significant Infrastructure Projects (NSIPs), the NPPF is still relevant when considering the determination of DCOs. As a result, the EIA is taking the NPPF into account.
- 4.1.2. Relevant NPPF requirements relating to Traffic and Access, along with an indication of where the information is located within the ES to address these requirements, are provided in Table 4-1

Table 4-1: Relevant NPPF Requirements for Traffic and Access

Relevant NPPF Paragraph	Requirement of the NPPF	Location of information provided to address this
109	<p>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:</p> <ul style="list-style-type: none"> • making transport considerations an important part of early engagement with local communities; • ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places; • understanding and addressing the potential impacts of development on transport networks; • 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; • identifying and pursuing opportunities to promote walking, cycling and public transport use; and • identifying, assessing and taking into account the environmental impacts of traffic and transport 	<p>Section 15.8 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) outlines the assessment of effects.</p> <p>An Outline CTMP (Doc Ref. 7.13) has been produced to support ES Chapter 15: Traffic and Access (Doc Ref. 6.1).</p> <p>Section 15.7 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) outlines the embedded mitigation measures which would be employed on the Scheme.</p>

Relevant NPPF Paragraph	Requirement of the NPPF	Location of information provided to address this
	infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.	
115	In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: <ul style="list-style-type: none"> • sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location; • safe and suitable access to the site can be achieved for all users; • 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 • 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 through a vision-led approach. 	Sustainable travel modes for the Scheme, as well as measures pertaining to site access, safety and access, are promoted in the Outline CTMP (Doc Ref. 7.13). Section 15.8 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) outlines the assessment of effects, and Section 15.7 outlines the embedded mitigation measures proposed as part of the Scheme. There are no allocated sites within or adjacent to the Order Limits of the Scheme.
116	Development should only be prevented or refused on highways grounds if there would be an unacceptable	Section 15.8 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) outlines the assessment of effects and indicates that no

Relevant NPPF Paragraph	Requirement of the NPPF	Location of information provided to address this
	<p>impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.</p>	<p>significant (Moderate or Major) effects are predicted as a result of the Scheme.</p>
118	<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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.</p>	<p>Travel Plan measures have been incorporated into the Outline CTMP (Doc Ref. 7.13). A Transport Assessment Note (TAN) has been produced in place of a full Transport Assessment and is located in ES Appendix 15-4 Transport Assessment Note (Doc Ref. 6.3). This approach was agreed with LCC, Peterborough City Council (PCC) and NH at the Scoping Meeting which took place in September 2025. Section 15.8 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) contains an assessment of potential impacts of the Scheme on traffic and access.</p>

5. Other National Policies and Guidance

5.1. Institute of Sustainability and Environmental Professionals (ISEP, formerly known as IEMA) Guidelines for the Environmental Assessment of Traffic and Movement (2023)⁴

5.1.1. The ISEP 'Guidelines for the Environmental Assessment of Traffic and Movement' (2023) provides guidance on examining the environmental impacts of developments in terms of traffic and access effects. This guidance has been used to outline the scope of the assessment and to set out the assessment methodology, including the criteria for determining the sensitivity of receptors and the magnitude of change from the baseline condition.

5.2. Planning Policy Guidance⁵

5.2.1. The Planning Policy Guidance (PPG) provides more in-depth guidance to the NPPF. The PPG 'Travel Plans, Transport Assessments and Statements' provides advice on when Transport Assessments and Transport Statements are required, and what they should contain.

5.2.2. The relevant PPG paragraphs, together with an indication of where in the ES Report the information is provided to address these requirements, are outlined below.

⁴ IEMA (2023) *Guidelines for the Environmental Assessment of Traffic and Movement*. Available at: <https://www.iema.net/media/5mrmquib/iema-report-environmental-assessment-of-traffic-and-movement-rev07-july-2023.pdf>. [Accessed 03 February 2026].

⁵ Ministry of Housing, Communities and Local Government (2014) *National Planning Practice Guidance*. Available at: <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>. [Accessed 03 February 2026].

Table 5-1: Relevant PPG Requirements for Traffic and Access

Relevant PPG Paragraph	Requirement of the NPPG	Location of information provided to address this
002	Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements	An assessment of the potential impacts and likely significant effects is provided in Section 15.8 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1). Embedded mitigation measures are summarised within Section 15.7 of the chapter. A Transport Assessment Note is provided within ES Appendix 15-4 (Doc Ref. 6.3).
004	Where the transport impacts of development are not significant, it may be that no Transport Assessment or Statement or Travel Plan is required. Local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance.	
006	Local planning authorities and developers should both consider the wider benefits of Travel Plans, Transport Assessments and Statements such as helping to promote the attractiveness of a district or site to new visitors and releasing land for development that would otherwise be taken up by required related parking.	Section 7.2 of the National Planning Policy Framework (NPPF) provides details of the elements of the NPPF that are relevant to ES Chapter 15: Traffic and Access (Doc Ref. 6.1) and where these are covered, whilst the Outline CTMP (Doc Ref. 7.13) outlines the measures to facilitate sustainable travel in the construction phase in Section 7.
007	Travel Plans, Transport Assessments and Statements should be:	Details regarding the scoping meetings held with LCC, PCC and NH to agree the scope of ES Chapter 15:

Relevant PPG Paragraph	Requirement of the NPPG	Location of information provided to address this
	<ul style="list-style-type: none"> • proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible; • established at the earliest practicable possible stage of a development proposal; • be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally); • be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities). 	<p>Traffic and Access (Doc Ref. 6.1) and the approach for the supporting deliverables are summarised within Section 5.3 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1).</p> <p>In terms of addressing feedback received from NH, details are set out within Table 15-1 and 15-2 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1), however based on the geographical, rural nature of the Scheme, it is not expected that the Scheme would result in any adverse impacts on the SRN as set out within Section 15.8 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1).</p>

Relevant PPG Paragraph	Requirement of the NPPG	Location of information provided to address this
	<p>In order to make these documents as useful and accessible as possible any information or assumptions should be set out in a clear and publicly accessible form:</p> <ul style="list-style-type: none"> • the timeframes over which they are conducted or operate should be appropriate in relation to the nature of developments to which they relate (and planned changed to transport infrastructure and management in the area); • local planning authorities should advise qualifying bodies for the purposes of neighbourhood planning on whether Travel Plans, Transport Assessments and Statements should be prepared, and the benefits of doing so, as part of the duty to support. 	
013	<p>Paragraph 111 of the National Planning Policy Framework sets out that all developments that generate significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment.</p> <p>Local planning authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case-by-case basis (ie</p>	<p>Details regarding the scoping meetings held with LCC, PCC and NH to agree the scope of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) and the approach for the supporting deliverables are summarised within Section 5.3 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1).</p>

Relevant PPG Paragraph	Requirement of the NPPG	Location of information provided to address this
	<p>significance may be a lower threshold where road capacity is already stretched or a higher threshold for a development in an area of high public transport accessibility).</p>	
014	<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. Key issues to consider at the start of preparing a Transport Assessment or Statement may include:</p> <ul style="list-style-type: none"> • the planning context of the development proposal; • appropriate study parameters (i.e. area, scope and duration of study); • assessment of public transport capacity, walking/cycling capacity and road network capacity; • road trip generation and trip distribution methodologies and/ or assumptions about the development proposal; 	<p>Details regarding the scoping meetings held with LCC, PCC and NH to agree the scope of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) and the approach for the supporting deliverables, including the decision to produce a TAN in place of a full TA, are summarised within Section 5.3 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1).</p>

Relevant PPG Paragraph	Requirement of the NPPG	Location of information provided to address this
	<ul style="list-style-type: none"> • measures to promote sustainable travel; • safety implications of development; and • mitigation measures (where applicable) – including scope and implementation strategy. 	
015	<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"> • information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport) • information about neighbouring uses, amenity and character, existing functional classification of the nearby road network; • data about existing public transport provision, including provision/ frequency of services and proposed public transport changes; • a qualitative and quantitative description of the travel 	<p>Details regarding the scoping meetings held with LCC, PCC and NH to agree the scope of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) and the approach for the supporting deliverables are summarised within Section 5.3 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1). All listed elements here are presented in the TAN contained in ES Appendix 15-4 Transport Assessment Note (Doc Ref. 6.3), ES Chapter 15: Traffic and Access (Doc Ref. 6.1) and the Outline CTMP (Doc Ref. 7.13).</p>

Relevant PPG Paragraph	Requirement of the NPPG	Location of information provided to address this
	<p>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;</p> <ul style="list-style-type: none"> • 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); • 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 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 	

Relevant PPG Paragraph	Requirement of the NPPG	Location of information provided to address this
	<p>related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);</p> <ul style="list-style-type: none"> • 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). 	

6. Local Policy

- 6.1.1. Local policy and guidance relevant to the Traffic and Access assessment comprise:
- South East Lincolnshire Local Plan (SELLP) 2011-2036⁶.
- 6.1.2. The relevant considerations are summarised within Table 6-1.

⁶ South East Lincolnshire Joint Strategic Planning Committee (2019) *South East Lincolnshire Local Plan 2011-2036*. Available at: <https://www.southeastlincslocalplan.org/wp-content/uploads/2019/02/Local-Plan-text-March-2019.pdf>. [Accessed 03 February 2026].

Table 6-1: Relevant Local Policy and Guidance with respect to Traffic and Access

Relevant Document	Relevant Policies	Location of information provided to address this
<p>South East Lincolnshire Local Plan (SELLP) 2011-2036</p>	<p>Policy 33: Delivering a More Sustainable Transport Network</p> <p>This policy states that the Local Planning Authorities will work with partners to make the best use of, and seek improvements to, existing transport infrastructure and services within, and connecting to South East Lincolnshire, having considered first solutions that are based on better promotion and management of the existing network and the provision of sustainable forms of travel. To demonstrate compliance with this policy, an appropriate TA and associated Travel Plan should be submitted with proposals.</p>	<p>Details regarding the scoping meetings held with LCC, PCC and NH to agree the scope of ES Chapter 15: Traffic and Access (Doc Ref. 6.1) and the approach for the supporting deliverables are summarised within Section 5.3 of ES Chapter 15: Traffic and Access (Doc Ref. 6.1).</p> <p>Travel Plan measures have been incorporated into the Outline CTMP (Doc Ref. 7.13). A TAN has been produced in place of a full Transport Assessment and is located in ES Appendix 15-4 Transport Assessment Note (Doc Ref. 6.3). This approach was agreed with LCC, Peterborough City Council (PCC) and NH at the Scoping Meeting which took place in September 2025.</p>

