Light Valley Solar

Environmental Statement Volume 1

Chapter 14: Traffic and Movement

Document Reference: EN0110012/APP/LVS/06.01.14

November 2026
Version 3

Planning Inspectorate Reference: EN0110012
APFP Regulation 5(2)(a)

Light Valley Solar

Infrastructure Planning

Planning Act 2008

The Infrastructure Planning
(Applications: Prescribed Forms and Procedure) Regulations 2009

Light Valley Solar

DCO Submission

Chapter 14: Traffic and Movement

Regulation Reference	APFP Regulation 5(2)(a)
Planning Inspectorate Case Reference	EN0110012
Application Document Reference	EN0110012/APP/LVS/06.01.14
Author	Light Valley Solar Limited

Version	Date	Status of Version
1.0	February 2026	DCO Submission
2.0	September 2026	DCO Deadline 2 Submission
3.0	November 2026	DCO Deadline 4 Submission

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14 Traffic and Movement

14.1 Introduction

14.1.1 This Environmental Statement (ES) chapter presents the impact assessment and likely significant effects of Light Valley Solar ('the Proposed Development') on traffic and movement.

14.1.2 This chapter sets out the relevant legislation, policy, standards and guidance applied to the assessment process; consultation undertaken to inform the assessment; assessment methodology; the relevant baseline conditions upon which the assessment is based; embedded mitigation considered in place before the assessment is undertaken; the likely significant effects that may arise as a result of the Proposed Development considering embedded mitigation; further mitigation requirements to reduce or remove any identified likely significant effects; the remaining residual effects following further mitigation; and any monitoring required for remaining significant effects.

14.1.3 The conclusions of the following topic assessments are considered relevant to the receptors considered within this assessment, and as such are taken into account in the overall assessment for traffic and movement:

1) Chapter 9: Greenhouse Gas Emissions (ES Volume 1) [**EN0110012/APP/LVS/06.01.09**]
2) Chapter 11: Noise and Vibration (ES Volume 1) [**EN0110012/APP/LVS/06.01.11**]
3) Chapter 13: Socioeconomics (ES Volume 1) [**EN0110012/APP/LVS/06.01.13**]

14.1.4 This chapter is supported by the following figures (ES Volume 2):

1) Figure 14.1: Highway Network [**EN0110012/APP/LVS/06.02.14.01**]
2) Figure 14.2: Bus and Rail Stations [**EN0110012/APP/LVS/06.02.14.02**]
3) Figure 14.3: Walking and Cycling Routes [**EN0110012/APP/LVS/06.02.14.03**]
4) Figure 14.4: Construction Routing [**EN0110012/APP/LVS/06.02.14.04**]
5) Figure 14.5: Traffic Survey Locations [**EN0110012/APP/LVS/06.02.14.05**]

14.1.5 A Transport Assessment (TA) has been undertaken and is available in Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**]. An Outline Construction Traffic Management Plan (oCTMP) has also been developed [**EN0110012/APP/LVS/07.12**]

14.2 Scope of the assessment

14.2.1 The EIA Scoping Report (see Appendix 1.1 (ES Volume 3) [**EN0110012/APP/LVS/06.03.01.01**]) set out the proposed scope for the

assessment of traffic and movement. The scope of the traffic and movement assessment is summarised in Table 14-1 with more detail on the EIA Scoping Opinion responses available in Table 14-4.

Table 14-1 Traffic and movement - Assessment scope

Aspect	Phase	Scoped in / out	Summary comments
Severance	Construction	Scoped in	N/A
	Operation	Scoped out	There are anticipated to be around five visits to each Solar Development Site per month for maintenance purposes (less than one trip a day on average). These would typically be made by light goods vehicles (LGVs). Thus, it is expected that any operational impacts on traffic and movement will be minimal, and hence the topic has been **scoped out** of the operational assessment. Alongside regular maintenance trips it is expected that some infrastructure will require replacement during the 60-year life cycle. Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**] outlines that replacement traffic is expected to be lower than traffic that would be generated by the construction phase. As the construction assessment represents the worst case, and any replacement impacts would be less than any impacts associated with the findings of the construction assessment, a separate severance assessment for the replacement stage has not been included and is scoped out.
	Decommissioning	Scoped out	At the end of the operational lifespan of the Proposed Development, it will be decommissioned. The volume of vehicle movements during decommissioning is not expected to exceed those estimated for the construction phase. As such, the construction assessment provides a worst-case scenario for potential impacts on the highway network during decommissioning. Furthermore, the future baseline transport conditions are likely to have changed significantly when the Proposed Development is decommissioned (60 years from opening), likely in a manner that cannot be predicted with any certainty. As such, further assessment of the

Aspect	Phase	Scoped in / out	Summary comments
			decommissioning stage has been **scoped out**. An Outline Decommissioning Environmental Management Plan (oDEMP [**EN0110012/APP/LVS/07.04**]) has been developed and includes information on any transport requirements that may be necessary at decommissioning stage. The development of a Decommissioning Traffic Management Plan (DTMP) is a commitment in the outline DEMP and will be approved prior to the commencement of the decommissioning phase of the Proposed Development.
Driver and pedestrian delay	Construction	Scoped in	N/A
	Operation	Scoped out	There are anticipated to be around five visits to each Solar Development Site per month for maintenance purposes (less that one trip a day on average). These would typically be made by LGVs. Thus, it is expected that any operational impacts on traffic and movement will be minimal, and hence the topic has been **scoped out** of the operational assessment. Alongside regular maintenance trips it is expected that some infrastructure will require replacement during the 60-year life cycle. Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**] outlines that replacement traffic is expected to be lower than traffic that would be generated by the construction phase. A separate driver and pedestrian delay assessment for the replacement stage has therefore not been included and is scoped out.
	Decommissioning	Scoped out	At the end of the operational lifespan of the Proposed Development, it will be decommissioned. The volume of vehicle movements during decommissioning is not expected to exceed those estimated for the construction phase. As such, the construction assessment provides a worst-case scenario for potential impacts on the highway network during decommissioning. Furthermore, the future baseline transport conditions are likely to have changed

Aspect	Phase	Scoped in / out	Summary comments
			significantly when the Proposed Development is decommissioned, likely in a manner that cannot be predicted at this early stage. Therefore, further assessment of the decommissioning stage has been **scoped out**. An Outline Decommissioning Environmental Management Plan (oDEMP [**EN0110012/APP/LVS/07.04**]) has been developed and includes information on any transport requirements that may be necessary at decommissioning stage. The development of a Decommissioning Traffic Management Plan (DTMP) is a commitment in the outline DEMP and will need to be approved prior to the commencement of the decommissioning phase of the Proposed Development.
Pedestrian and cyclist amenity	Construction	Scoped in	The EIA Scoping Report proposed to scope out pedestrian and cyclist amenity on the basis that the changes in traffic flows were expected to be low; this was subject to confirmation that increases in traffic flows on the roads in the study area would not exceed the assessment thresholds set out in the Institute of Environmental Management and Assessment (IEMA) Guidelines, now known as the Institute of Sustainability and Environmental Professionals (ISEP). In developing this ES, it has now been identified that some roads have traffic flows that exceed the assessment thresholds and therefore it was **scoped in** to the assessment.
	Operation	Scoped Out	Due to limited footway provision along carriageways in the vicinity of the Proposed Development, alongside expected low traffic flows during the operational phase, the assessment of pedestrian and cyclist amenity during operation has been **scoped out**. However, consideration of impacts upon public rights of way (PRoW) is included within the Socioeconomics assessment (Chapter 13: Socioeconomics (ES Volume 1) [**EN0110012/APP/LVS/06.01.13**]). Alongside regular maintenance trips it is expected that some infrastructure will

Aspect	Phase	Scoped in / out	Summary comments
			require replacement during the 60-year life cycle. Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**] outlines that replacement traffic is expected to be lower than traffic that would be generated by the construction phase. A separate amenity assessment for the replacement stage has therefore not been included and is scoped out.
	Decommissioning	Scoped Out	At the end of the operational lifespan of the Proposed Development, it will be decommissioned. The volume of vehicle movements during decommissioning is not expected to exceed those estimated for the construction phase. As such, the construction assessment provides a worst-case scenario for potential impacts on the highway network during decommissioning. Furthermore, the future baseline transport conditions are likely to have changed significantly when the Proposed Development is decommissioned, likely in a manner that cannot be predicted at this early stage, further assessment of the decommissioning stage has been **scoped out.** The development of a Decommissioning Traffic Management Plan (DTMP) is a commitment in the outline Decommissioning Environmental Management Plan (DEMP) [**EN0110012/APP/LVS/07.04**] and will be approved prior to the commencement of the decommissioning phase of the Proposed Development.
Fear and intimidation	Construction	Scoped in	The EIA Scoping Report proposed to scope out fear and intimidation on the basis that the changes in traffic flows were expected to be low; this was subject to confirmation that increases in traffic flows on the roads in the study area would not exceed the assessment thresholds set out in IEMA Guidelines. In developing this ES, it has now been identified that some roads have traffic flows that exceed the assessment thresholds and therefore it has been **scoped in** to the assessment.

Aspect	Phase	Scoped in / out	Summary comments
	Operation	Scoped out	When operational, there will only be the occasional maintenance vehicle trips to the Proposed Development. This will not amount to any noticeable change in traffic flows and will not, therefore, alter people's perception of the traffic flows and their level of perceived fear and intimidation created by moving traffic. The assessment of fear and intimidation during operation has therefore been **scoped out**.
	Decommissioning	Scoped out	At the end of the operational lifespan of the Proposed Development, it will be decommissioned. The volume of vehicle movements during decommissioning is not expected to exceed those estimated for the construction phase. As such, the construction assessment provides a worst-case scenario for potential impacts on the highway network during decommissioning. Furthermore, the future baseline transport conditions are likely to have changed significantly when the Proposed Development is decommissioned. Therefore, the assessment of fear and intimidation during the decommissioning phase has been **scoped out**. The development of a Decommissioning Traffic Management Plan (DTMP) is a commitment in the outline Decommissioning Environmental Management Plan (DEMP) [**EN0110012/APP/LVS/07.04**] and will be approved prior to the commencement of the decommissioning phase of the Proposed Development.
Accidents and safety	All	Scoped out	It was presented in the EIA Scoping Report that given the baseline collision history, and because there are no significant changes to the highway network layout, any transport impacts on accident and safety would be minimal. Consequently, this topic has been **scoped out** of the assessment.
Hazardous loads/ large loads	Construction	Scoped in	There are no hazardous load movements proposed. There will however be a requirement for Abnormal Indivisible Loads (AILs) to access the Proposed Development during construction. Therefore, an Abnormal Load Assessment has been undertaken, by an abnormal load specialist, to inform

Aspect	Phase	Scoped in / out	Summary comments
			construction design. This is included as Annex C in Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**]. The greatest number of AIL movements are associated with the Cable Route Corridor construction as abnormal loads will deliver cable drums to the corridor. Therefore, the assessment does consider the possible impact of AIL movements within the transport assessment.
	Operation	Scoped out	It is not currently expected that AIL movements will be required during the operational phase. If any abnormal load movements are required, they will be regulated by National Highways and the operator of the abnormal load will apply for a permit and follow the necessary procedures of informing the highway authorities and police, prior to travelling to/from site. Due to the low likelihood of any AIL movements, the assessment of abnormal loads is scoped out of the operational assessment.
	Decommissioning	Scoped out	The volume of abnormal load movements during decommissioning is not expected to exceed those estimated for the construction phase, particularly as the majority of abnormal load movements during the construction phase are associated with the cable route corridor, which will not form part of the decommissioning stage of the Solar Development Sites. If any abnormal load movements are required, they will be regulated by National Highways and the operator of the abnormal load will apply for a permit and follow the necessary procedures of informing the highway authorities and police, prior to travelling to/from site. It is therefore concluded that the impacts of Hazardous / Large Loads does not warrant further consideration and has been scoped out of the decommissioning stage.

14.3 Study Area

14.3.1 The traffic and movement Study Area covers the routes to the Solar Development Sites and the routes that may be used to access the Cable Route Corridor.

Solar Development Sites

14.3.2 The Order Limits are split into four broad areas, the Solar Development Sites, the Cable Route Corridor, Highways Improvement Areas and Solar Development Site 8 Access as described in Chapter 2: The Proposed Development (ES Volume 1) [**EN0110012/APP/LVS/06.01.02**] and as shown on Figure 1.1: Site Location Plan and Order Limits (ES Volume 2) [**EN0110012/APP/LVS/06.02.01.01**].

14.3.3 The entirety of the Order Limits are within the administrative area of North Yorkshire Council (NYC) and fall within what was the Selby District. Some of the routes that may be used to access the Proposed Development (e.g. Wheldrake Lane, north of Escrick) extend over into the City of York Council boundary.

14.3.4 The Proposed Development is split into seven Solar Development Sites, with Solar Development Site 1 being the northernmost site, situated in Escrick approximately 900 m southeast of the A19.

14.3.5 Solar Development Sites 2 and 3 are situated east of Monk Fryston. Solar Development Site 2 borders the east-bound carriageway of the A63, approximately 1.4 km east of the junction of Water Lane and the A63 in Monk Fryston.

14.3.6 Solar Development Site 3 is located approximately 850 m to the south-east of the junction of Hillam Lane, Lumby Hill and Chapel Street in Hillam.

14.3.7 Solar Development Site 4 is located approximately 280 m northeast of the junction of Main Street, Roe Lane and Haddlesey Road in Birkin.

14.3.8 Solar Development Site 6 is located to the north of Monk Fryston. Common Lane bounds Site 6 to the north, with a rail line running along the northwestern boundary of the Site. The south is bound by agricultural land, with Turpin Lane passing through the Site.

14.3.9 Solar Development Site 7 is located directly north-west of Site 6 on the northern side of Common Lane.

14.3.10 Solar Development Site 8 is located directly north of the Leeds-Hull railway line and approximately 1 km north-west of Hambleton village.

14.3.11 Due to the nature of the Proposed Development, the traffic and movement assessment will consider routes on the surrounding highway network which could potentially be impacted by trips relating to the Proposed Development. The highway network is shown in Figure 14.-1: Highway Network (ES Volume 2) **[EN0110012/APP/LVS/06.02.14.01].**

14.3.12 Each site has a prescribed assigned route to the Strategic Road Network (SRN) (A1M/A19). These routes have been chosen to avoid passing through villages

where practicable, to minimise disruption to local residents and businesses. These routes have been discussed with North Yorkshire Council (NYC) and National Highways (NH), and informed by consultation feedback.

14.3.13 The identified routing to the Proposed Development is as follows:

1) Solar Development Site 1 – Wheldrake Lane, **A19**.
2) Solar Development Site 2 – A63, **A1(M)**.
3) Solar Development Site 3 – Hillam Common Lane, Austfield Lane, A63, **A1(M)**.
4) Solar Development Site 4 – Roe Lane, Haddlesey Road, Birkin Road, Millfield Road, **A19**.
5) Solar Development Site 7 – Common Lane, A162, **A1(M)**.
6) Solar Development Site 8 – Philip Lane, A162, **A1(M)**.

14.3.14 Further information about the construction vehicle access routes is included in Figure 14.5: Traffic Survey Locations (ES Volume 2) [EN0110012/APP/LVS/06.02.14.05] and described in the Outline Construction Traffic Management Plan (oCTMP) [**EN0110012/APP/LVS/07.12**].

14.3.15 The Abnormal Indivisible Load assessment (included in Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**] has also identified locations where highway works may be required to ensure an AIL can access the site. The location of the Highway Improvement Areas are shown on Figure 1.2 (ES Volume 2) [**EN0110012/APP/LVS/06.02.01.02**] and the Highway Improvement Areas have been included in the Order Limits.

14.3.16 The Abnormal Loads assessment report is included in Annex C of Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**].

Cable Route Corridor

14.3.17 The Cable Route Corridor has also been considered. The Cable Route connects the solar infrastructure located within Solar Development Sites 1-4 and 6-8, as well as connecting the Proposed Development to the Monk Fryston substation. The Cable Route Corridor is crossed by highways (including the A19 and A63), rail lines and the River Ouse.

14.3.18 Proposed Cable Construction Compound locations have been identified, alongside other locations along the corridor where access will be required. Routes to these locations have been considered within the Study Area of the assessment.

14.3.19 Each Cable Route Corridor is named CRC (standing for ‘Cable Route Corridor’) and the corresponding numbers of the Solar Development Sites in which they connect, as outlined below. Figure 2.2 in ES Volume 2 [**EN0110012/APP/LVS/06.02**] shows the Cable Route Corridor Numbering.

CRC 1-4 - from Solar Development Site 1 to Solar Development Site 4

14.3.20 This corridor is the longest of the Cable Route Corridors and is approximately 18.5 km in length. The route crosses the A19, the River Ouse, Selby Dam, National Rail lines, the A63 and other smaller roads.

CRC 1-4a – from Solar Development Site 1 to Solar Development 4

14.3.21 This alternative Cable Route Corridor from Solar Development Site 1 to Solar Development Site 4 which crosses over Fox Lane and Hillam Common Lane. This corridor also connects into CRC 2-4 for the most southern section.

CRC 2-4 - from Solar Development Site 2 to Solar Development Site 4

14.3.22 This corridor is approximately 1.4 km in length and crosses over the A63 and Hillam Common Lane.

CRC 2-6 - from Solar Development Site 2 to Solar Development Site 6

14.3.23 This corridor is approximately 1.5 km in length and crosses over Fryston Common Lane.

CRC 3-4 and 3-4a – from Solar Development Site 3 to Solar Development Site 4

14.3.24 The corridor for CRC 3-4 is approximately 438 m in length and runs through a single agricultural field with no water or road/rail crossings.

14.3.25 The corridor for CRC 3-4a is approximately 826 m in length and crosses Stocking Lane.

CRC 6-7 - from Solar Development Site 6 to Solar Development Site 7

14.3.26 The corridor is approximately 148 m in length and crosses over National Rail lines and Common Lane.

CRC 2-8 – from Solar Development Site 2 to Solar Development Site 8

14.3.27 The corridor is approximately 1.4 km in length and crosses over the Leeds to Selby Line (HUL3) railway line and Common Lane.

CRC 4-POC - from Monk Fryston Substation to Solar Development Site 4

14.3.28 The corridor is approximately 4.9 km in length and crosses over the A162, National Rail lines, Hillam Lane, Fairfield Lane and Roe Lane.

14.4 Relevant legislation, policy, standards and guidance

14.4.1 The following section identifies the relevant legislation, planning policy, standards and guidelines which underpin the assessment methodology for traffic and movement, and have informed the assessment, including the identification of mitigation.

Legislation

Table 14-2 Traffic and movement - Legislation

Legislation	Relevance to assessment
The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (Ref 1)	Regulation 12 mandates that Applicants prepare a consultation statement. This statement must specify whether the Proposed Development qualifies as an Environmental Impact Assessment (EIA) development and detail the Applicant's plans for publicising and consulting on the preliminary environmental information. Regulation 14(2) and Schedule 4 outline the required information for Environmental Statements. This must include comprehensive details about the Proposed Development, its likely significant environmental impacts, and any measures to mitigate, prevent, or reduce adverse effects. This traffic and movement chapter includes all the relevant details, structured in accordance with the legislation.

Policy

Table 14-3 Traffic and movement - Policy

Policy	Relevance to assessment
Overarching National Policy Statement (NPS) for Energy (EN-1), 2025 (Ref 2)	Section 5.14 (traffic and transport) of the NPS is relevant to this chapter of the ES and provides detail of what should be included in this part of this assessment. This includes highlighting the importance of considering and mitigating the transport effects of the Proposed Development.
National Policy Statement (NPS) for Renewable Energy Infrastructure (EN-3), 2025 (Ref 3)	This NPS, Section 2.10, details solar photovoltaic guidance. EN-3 should be read in conjunction with EN-1 noted above. Paragraphs 2.10.112 to 2.10.118 and 2.10.131 to 2.10.136 are relevant to this chapter as details of the construction traffic and movement, noise and vibration are discussed. Paragraphs 2.10.115 to 2.10.118 outlines the assessment requirements for solar farms. The assessment should include:

Policy	Relevance to assessment
	Delivery of Materials and Component Routing: Planning the routes for the delivery of materials and components (for the Proposed Development, this is identified in the outline Construction Traffic Management Plan EN0110012/APP/LVS/07.12) **Impact of Additional Vehicles**: Evaluating the worst-case impact of additional vehicles on potential routes (this has been assessed both within this chapter, and Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**]). **Road Capacity:** Ensuring that the roads can accommodate the weight, volume of loads and width of the vehicles. This has been accounted for when identifying the routes within the outline Construction Traffic Management Plan [**EN0110012/APP/LVS/07.12**]. **Cumulative Traffic Assessment**: Conducting a cumulative assessment which includes the impacts of abnormal traffic movements, with consultation from the relevant local highways authority likely being necessary. A cumulative assessment is included in this chapter and Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**]. Paragraphs 2.10.139 to 2.10.144 relate to traffic and transport, noise and vibration during the construction phase development. The Policy states that the Secretary of State may impose requirements on development consent, and applicants should work together to minimise cumulative effects on local roads and residential areas by coordinating delivery timings. Highway authorities may manage delivery schedules, and applicants should liaise with them post-consent, possibly agreeing on planning obligations for road restoration and sharing non-permanent highway improvements with future projects. These aspects are considered within the outline Construction Traffic Management Plan [**EN0110012/APP/LVS/07.12**]. Detailed CTMP(s), in substantial accordance with the outline, will be agreed with North Yorkshire Council, in consultation with National Highways, prior to commencement of construction.
National Policy Statement for Electricity Networks Infrastructure (EN-5), 2025 (Ref 4)	Addresses policy for energy transmission. EN-5 does not include further requirements for traffic and movement, beyond those general requirements for good design for the design and siting of substations in accordance with the Horlock Rules.
The Environmental Improvement Plan (EIP) (Ref 5)	The Environmental Improvement Plan is a 25-year plan that looks to improve all parts of the environment including traffic related air quality.
National Planning Policy Framework (NPPF), 2024 (Ref 6)	Section 9 of the NPPF is relevant to this chapter of the ES as details on promoting sustainable transport are outlined. Section 9 outlines that transport issues should be considered from the earliest stages of plan-making and development proposals to ensure that potential impacts of development on the transport network, opportunities from

Policy	Relevance to assessment
	existing or proposed transport infrastructure can be realised, opportunities to promote sustainable modes of travel can be encouraged and that the environmental impacts of traffic and movement can be identified. This section also identifies that applications for development should: follow the transport hierarchy, address the needs of people with disabilities, create safe secure and attractive places, allow for the efficient delivery of goods and access by service and emergency vehicles and be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
National Planning Practice Guidance (NPPG) (Ref 7)	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 Assessment (TA). It also sets out the overarching principles on Travel Plans.
York and North Yorkshire Combined Authority (YNYCA) Local Growth Plan 2025 (Ref 8)	A Local Growth Plan for YNYCA outlines their commitment to growth ambitions for the region, including the development of a Local Transport Plan that incorporates commitments to promote clean energy.
Selby District Core Strategy Local Plan, adopted 2013 (Ref 9)	It is noted that existing local plans for the former district and county areas, including the Selby District Core Strategy Local Plan 2013 (Ref 9) and the saved policies of the Selby District Local Plan 2005 (Ref 10) will remain in place until the new local plan for North Yorkshire Council is adopted. The existing Core Strategy policies aim to reduce greenhouse gas emissions and protect resources, whilst providing opportunities to exploit realistic alternatives to 'fossil fuels' by promoting renewable energy. The Core Strategy Plan outlines the vision and aims for the Selby District. Section 3.5 outlines the key objectives with object 3 relating to transport: 'Concentrating new development in the most sustainable locations, where reasonable public transport exists, and taking full account of local needs and environmental, social and economic constraints'.
Selby District Local Plan, adopted 2005 (Ref 10) and Selby Local Plan Revised Publication 2024 (Ref 11)	The Development Plan for the Selby District comprises the Core Strategy adopted in 2013 (noted above), and the Selby District Local Plan adopted in 2005. A new Local Plan was in development but work on the new, emerging Selby Local Plan was halted in February 2025. The latest revised draft publication (2024) has however been reviewed to inform the development of this chapter. Policy SG10 for example looks at the requirements for renewable energy developments. It notes that proposals will be supported where the impact on transport networks have been given appropriate weight, consideration and mitigation.
North Yorkshire Local Transport Plan 4 2016 – 2045 (Ref 12)	The Local Transport Plan sets out the Council's priorities for Local Transport up to 2045. Following the launch of the York and North Yorkshire Combined Authority, there are proposals to launch consultation on a new Local Transport Plan for the combined region in 2026. The objectives in the current Local Transport Plan are

Policy	Relevance to assessment
	economic growth, road safety, access to services, environment and climate change and healthier travel. There is nothing specific to note from the LTP from the perspective of this development.

14.5 Stakeholder engagement and Consultation

Scoping opinion

14.5.1 An EIA Scoping Report (Appendix 1.1 (ES Volume 3) [**EN0110012/APP/LVS/06.03.01.01**]) was submitted to PINS on 11 November 2024. The EIA Scoping Opinion was issued by PINS on 19 December 2024 (Appendix 1.2 (ES Volume 3) [**EN0110012/APP/LVS/06.03.01.02**]). A summary of key comments and how these have been addressed is presented below:

Table 14-4 Traffic and movement – EIA Scoping Opinion comments

Scoping opinion I.D	Scoping opinion comment	How is this addressed
PINS [ID 3.14.1]	PINS stated that the ES should confirm the operational vehicle types and numbers (with reference to thresholds within guidance) to justify this position. The ES should provide information on traffic and transport impacts during decommissioning based on reasonable assumptions where likely significant effects may occur. If the ES can demonstrate that decommissioning vehicle movements would not exceed the assessment thresholds set out in IEMA Guidelines for the Environmental Assessment of Traffic and Movement (2003), PINS stated they would be content that this matter can be scoped out.	Comment noted. The traffic and movement assessment has considered the operational and decommissioning numbers and is covered in Section 14.10. Transport impacts are also included in Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**]. Section 14.7 of this document notes that the volume of vehicle movements during decommissioning is not expected to exceed those estimated for the construction phase. As such, the construction assessment undertaken and detailed within this chapter provides a worst-case scenario for potential impacts on the highway network during decommissioning. The development of a Decommissioning Traffic Management Plan (DTMP) is a commitment in the outline DEMP [**EN0110012/APP/LVS/07.04**]) , and will include information on any transport requirements and mitigation measures that may be

Scoping opinion I.D	Scoping opinion comment	How is this addressed
		necessary at decommissioning stage, building on what has been committed to in the oCTMP [EN0110012/APP/LVS/07.12].
PINS [ID 3.14.2]	Subject to confirmation that increases in traffic flows on roads used by pedestrians and cyclists will not exceed the assessment thresholds set out in IEMA Guidelines for the Environmental Assessment of Traffic and Movement (2003), the Inspectorate is content that this matter can be scoped out. The Scoping Report proposes that the assessment of impacts on PRoW will be set out in the Socioeconomics chapter of the ES. The Inspectorate is content with this approach.	Comment noted. Due to traffic flow exceedances of the thresholds set out in the IEMA Guidelines during the construction phase, this matter is scoped in for the construction phase. Traffic flows for the operation will be well below the thresholds, and so Pedestrian and Cyclist Amenity has been scoped out of the assessment.
PINS [ID 3.14.3]	PINS requested further information is provided on access points, routing and any measures being put in place which may alter the flow of traffic during the construction period specifically.	Information on construction traffic routing and access points are provided in Section 14.10. Information on measures in place to alter the flow of traffic is provided in Section 14.10
PINS [ID 3.14.4]	PINS stated that the ES should assess the potential for increased congestion and increased journey times/distance to road users due to road closures or diversions required for AILs during construction, taking into account the rural nature of some of the access roads.	Comment noted. There will be a requirement for AILs to access the Proposed Development during construction. Therefore, an Abnormal Load Assessment has been undertaken, by an abnormal load specialist, to inform construction design and the assessment of abnormal load impacts during the construction period.
PINS [ID 3.14.5]	PINS stated that as part of the description of the Proposed Development, the ES should describe the proposed site entrance(s) and the routes to be used for all vehicular access during construction and operation of the Proposed Development and this information should be clearly presented on supporting plans within the ES. The ES should	Information on construction traffic routing and access points are provided in Section 14.10. Likely significant effects to receptors arising from the use of those routes and access points have been assessed in this chapter.

Scoping opinion I.D	Scoping opinion comment	How is this addressed
	describe and assess the potential likely significant effects (LSE) associated with any improvements / changes to the access routes which are either required to facilitate construction of the Proposed Development or are required for restoration purposes on completion of the works. For the assessment of impacts during construction, the ES should explain how the proposed access route(s) relate to sensitive receptors.	
PINS [ID 3.14.6]	PINS noted that paragraph 18.6.1.4 of the Scoping Report stated that "trip generation during the construction phase will be calculated based on data from other similar sized solar developments". The overall parameters of the solar developments from which this data has been derived should be presented in the ES in order to justify this approach.	The trip generation associated with the construction phase has largely been provided by the applicant based on other similar sized developments promoted by the applicant (both consented and in planning), Section 14.10 discusses in further detail how the trips have been generated and further information regarding the trip generation methodology is provided in Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**].
National Highways	National Highways noted that the CTMP will need to include at least the following: A dust management plan. A noise management plan. Pollution prevention measures. Staffing numbers. Contractor parking. Construction traffic routes. Details of delivery arrangements (including an abnormal loads); and Measures to limit and manage transfer of debris onto the highway	Comment noted. An outline Construction Traffic Management Plan (oCTMP) [**EN0110012/APP/LVS/07.12**] has been submitted with the DCO Application which sets out the Applicant's mitigation commitments and the information requested by National Highways, where relevant to that plan. Mitigation measures in respect of noise management, dust management and pollution prevention are set out in the outline CEMP [**EN110012/APP/LVS/07.02**].
National Highways	National Highways recommended that a Requirement is imposed to secure the provision of a	Comment noted and the requirement for a DTMP is included in the outline Decommissioning

Scoping opinion I.D	Scoping opinion comment	How is this addressed
	Decommissioning Traffic Management Plan (DTMP)	Environmental Management Plan (oDEMP) [**EN0110012/APP/LVS/07.04**].
National Highways	National Highways stated that where fatal accidents, or clusters of collisions, are identified a causation analysis should be undertaken to ascertain if there are any pre-existing road safety issues.	An assessment of accident data has been undertaken in Section 14.8, with no clusters of collisions determined within the Study Area.
National Highways	National Highways expect a detailed analysis of accessibility of the proposed development by cycle and public transport to be presented in the forthcoming TA.	Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**] provides more detail on the cycle and public transport facilities in the Study Area and considers this within the assessment.
National Highways	With regard to traffic growth, National Highways noted that any assumptions underpinning the projected levels of traffic should be clearly stated so as to avoid the default factoring up of baseline traffic. Further, the Applicant should review and include any relevant committed development traffic flows in the area that are likely to affect the flows at the relevant junctions in the assessment years. In accordance with Planning Practice Guidance, these should include development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years.	Section 14.10 discusses the use of TEMPro to factor up baseline traffic to 2029. Section 14.15 discusses the cumulative assessment, outlining other developments that have been reviewed and added to a future baseline cumulative scenario. Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**] sets out the assessment parameters and ensures the future baseline is comprehensive and appropriate, with the relevant committed developments considered.
National Highways	National Highways noted that a detailed methodology should be presented for review, including traffic distribution and assignment at the SRN. The Transport Assessment should set out the transport vision for the development and how the transport vision will be achieved. Significant emphasis should be given to reducing the need to travel,	Section 14.10 discusses the traffic distribution methodology and assignment to the SRN. The trip generation methodology for all phases of the development, and the approach to traffic distribution and assignment, is detailed in Appendix 14.1: Transport Assessment (ES Volume 3)

Scoping opinion I.D	Scoping opinion comment	How is this addressed
	especially by car, and maximising the use of active modes and public transport. Hence, the trip generation set out in the Transport Assessment should accord with that established in the Travel Plan. National Highways would expect to see multi-modal [person] trip rates before and after the implementation of measures to maximise active and sustainable travel and limit the use of the private car. National Highways also noted that this should be presented for both the construction and operational phases of the proposed development.	[**EN0110012/APP/LVS/06.03.14.01**]. Measures to reduce the need to travel by car have been considered - given the rural location of the Proposed Development this includes the use of shared transport for construction workers and consolidating construction deliveries, where practicable.
National Highways	National Highways stated that any forthcoming application should be supported by a TA, TP, and CTMP. Furthermore, National Highways recommended that a Requirement is imposed to secure the provision of a Decommissioning Traffic Management Plan. A Safety Risk Assessment (SRA), in accordance with standard GG104 of DMRB is also required for the BESS.	A TA and oCTMP accompanies this ES: Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01** oCTMP - [**EN0110012/APP/LVS/07.12**]. The development of a Decommissioning Traffic Management Plan (DTMP) is a commitment in the outline DEMP [**EN0110012/APP/LVS/07.04**], with the final DEMP (incorporating a DTMP) being required to be approved pre the commencement of decommissioning activities. A separate Travel Plan has not been developed for the Proposed Development as it is acknowledged that the rural nature of the surrounding area and the shift patterns (early starts) means that the majority of construction workers will rely on a vehicle to get to Site. Measures to reduce the need to travel by car have been considered - given the rural location of the Proposed Development this includes the use of shared

Scoping opinion I.D	Scoping opinion comment	How is this addressed
		transport for construction workers and consolidating construction deliveries, where practicable. This is further discussed in the oCTMP [**EN0110012/APP/LVS/07.12**]. Any requirement for a Safety Risk Assessment (SRA) to transport abnormal loads will be the responsibility of the operator of the abnormal load, who will be required to apply for a permit and follow the necessary procedures, prior to travelling to/from site.

Statutory consultation

14.5.2 A period of statutory consultation took place between 26 June to 7 August 2025 wherein consultees were able to respond to preliminary environmental information set out in the Preliminary Environmental Information Report (PEIR). Table 14-5 outlines the statutory consultation responses relating to traffic and movement and how these have been addressed through the ES.

14.5.3 Responses to the Statutory Consultation are outlined in the Consultation Report [**EN0110012/APP/LVS/05.01**], with issues relevant to the ES discussed in the table below.

Table 14-5 Statutory consultation comments

Consultee	Comments	How has this comment been addressed	Location of response in this ES
Riccall Parish Council	Anticipated 2–3 year construction phase raises concerns about heavy goods vehicle movements.	An outline CTMP has been prepared which includes measures to minimise any temporary adverse impacts from construction traffic.	oCTMP [**EN0110012/ APP/LVS/07.12**]
Riccall Parish Council	Risks identified for narrow rural roads and congested routes such as the A19.	An outline CTMP has been prepared which identifies the routes that should be used by construction traffic. This takes into account the existing highway capacity of each route.	oCTMP [**EN0110012/ APP/LVS/07.12**]
Riccall Parish Council	Concerns about general road safety and potential long-term impact on village infrastructure.	The TA for the proposed development assesses the road network and existing transport conditions, including road safety.	Section 2.4 of Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012 /APP/LVS/06.03.14.01**]
Riccall Parish Council	Please provide a full construction timetable and traffic management strategy to address road safety and congestion concerns.	A potential construction programme is provided in Chapter 2 and an outline CTMP has been developed and is submitted as part of the DCO.	oCTMP [**EN0110012/ APP/LVS/07.12**]
Hillam Parish Council	The construction and operation of the project will cause significant disruption to local residents.	A TA has been prepared to assess the road network capacity, including the A63, the A162 and local roads including Common Lane and Hillam Common Lane. This reviews the current highway network and	Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012 /APP/LVS/06.03.14.01**]

Consultee	Comments	How has this comment been addressed	Location of response in this ES
	Increased traffic on the A63 (which our local MP Keir Mather has raised grave concerns about with regards to existing volumes of traffic and road safety), A162, and local roads such as Common Lane and Hillam Lane will bring noise, dust, and congestion — exacerbated by other projects in the area.	determines if any highway mitigation is required. The assessment takes into account any existing developments as part of the cumulative assessment scenario. The PIER forecast that construction activities could add a further 95 vehicles per day onto the A63 during the peak of construction. With the cable route corridor, this has increased to 198. This additional traffic would be a temporary uplift of 2.4% on the section through Monk Fryston based on recent (July 2025) traffic survey data. Measures to manage noise and dust are included in the oCEMP.	Outline Construction Environmental Management Plan (oCEMP) [**EN110012/APP/LVS/07.02**]
Keir Mather MP	Disruption through the development process, including to local roads	A TA has been prepared to assess the local road network capacity. This reviews the current highway network and determines if any highway mitigation is required to minimise any disruption during construction. An oCTMP has been prepared to identify the routes that would be used by construction traffic. This takes into account the existing highway capacity of each route and identifies if any highway mitigation is required to accommodate traffic during the construction phase. Measures in the CTMP will be enforced to minimise impact on the local highway network.	Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012 /APP/LVS/06.03.14.01**] oCTMP [**EN0110012/ APP/LVS/07.12**]
Monk Fryston Parish Council	The planned highway and traffic routes are not practical or safe for the current users such as walkers, horse riders, cyclists,	Following consultation feedback and in discussion with NYC highways it was agreed that an access on the A63 would be preferable as the main access into Solar Development Site 2 to remove construction	oCTMP [**EN0110012/ APP/LVS/07.12**]

Consultee	Comments	How has this comment been addressed	Location of response in this ES
	and school children. The construction routes on small lanes with the wholly unsuitable Fryston Common Lane being used as access to Site 2	traffic from Fryston Common Lane. The outline CTMP shows access into Solar Development Site 2 via the A63, with emergency access only on Fryston Common Lane.	
Thorpe Willoughby Parish Council	In Thorpe Willoughby, the construction of cable corridors will cause major congestion disruption to our village. All of the construction traffic (mainly HGV's) is set to use the A63, which already operates beyond safe capacity as it stands and is set to get even more congested with recent planning permission granted in Thorpe Willoughby for 280 new homes and Hambleton for 250 homes with another 100 homes expected to be granted in the coming months. Therefore, the amount of traffic that will be travelling across this route will be completely unacceptable.	The TA has assessed the road network capacity and existing transport conditions. The assessment takes into account any existing proposed developments - such as new housing developments - as part of the cumulative assessment scenario.	Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012 /APP/LVS/06.03.14.01**]
Sherburn in Elmet Town Council	The Council is concerned that the transport-sensitivity assessment omits the B1222 and A162, both of which are critical links for Sherburn. For reference, North Yorkshire Council's traffic counters recorded an average of	A TA has been prepared to assess the road network capacity. This has reviewed the current highway network to determine if any highway mitigation is required to accommodate the traffic that will be generated by the proposed development over the construction phase. The Study Area includes the B1222 and A162 and the assessment includes a	Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012 /APP/LVS/06.03.14.01**] and Section 14.15 of this report contains the cumulative assessment

Consultee	Comments	How has this comment been addressed	Location of response in this ES
	more than 12,000 vehicle movements per day on the A162 in April 2025. We request that these routes are included within the applicant's road sensitivity assessments and that cumulative impacts from this development are assessed alongside both existing and approved/expected industrial and residential growth. We would welcome an assessment from NY/National Highways based on the data available from NY Council.	scenario that takes into account any other nearby developments that are within the Study Area and should be considered as part of the cumulative assessment scenario. This includes both committed developments, and those the project is aware of, that are in the planning system. Section 14.15 contains the cumulative assessment outlining the other developments that have been considered in the transport and movement assessment. The TA also provides information on the traffic growth factor that has been applied to ascertain the future baseline scenario (traffic growthed to 2029), and also the future baseline cumulative scenario	
Sherburn in Elmet Town Council	Secondly, we are concerned that requirements to deliver improvements at the Monk Fryston roundabout (A63/A162) are non-committal at this stage. The delivery of capacity and safety improvements must be secured via a planning condition, with works completed before construction begins. Previous schemes have promised similar upgrades which were later diluted or abandoned, and this must not happen again.	Information received from North Yorkshire Council indicates that these works could be complete by the time construction starts on the proposed development. If works have not been completed on the roundabout, impacts from the Proposed Development can be mitigated through measures included in the oCTMP including timing restrictions (avoiding the highway network peaks) and also using alternative routes. The assessment of alternative routes is included in Section 14.10.	oCTMP [**EN0110012/ APP/LVS/07.12**]
Wistow Parish Council	Much of the access required to construct cable corridors is taken	An oCTMP has been prepared to identify the routes that would be used by construction traffic. This takes	oCTMP [**EN0110012/ APP/LVS/07.12**]

Consultee	Comments	How has this comment been addressed	Location of response in this ES
	from minor and unclassified roads, which were not designed to accommodate articulated or heavy goods vehicles. Where access is required along such roads, the Council requests that the roads surface, markings and turning paths are upgraded prior to commencement of the works, and that road is returned to a condition which is equal or better than before, upon completion of the works.	into account the existing condition of each route and identifies if any upgrades are required to accommodate traffic from the proposed development during the construction phase. There is a commitment within the oCTMP for a pre-commencement condition survey and a commitment to resolving any damage that can be attributed to construction activities associated with the Proposed Development.	
Wistow Parish Council	The construction of a 2-mile cable corridor across the parish will generate a significant volume of construction traffic and vehicle movement through the area. In the interests of safety, the Council request that HGV's are prohibited from travelling through the village of Wistow along the B1223, and that access to the corridor should be taken from Monk Lane in Selby and Selby Common.	An oCTMP has been prepared to identify the routes that would be used by construction traffic. These routes take into account the existing condition of the road and seek, where practicable, to avoid residential areas. There is a cable route corridor compound located on the B1223 to the south of Wistow village and the majority of construction vehicles will approach Wistow via Selby to avoid travelling through the village. However, the abnormal load assessment has identified that abnormal loads will use a route via Wistow. Arrangements for the transport of the Abnormal Load will need to be made under licence with the Local Highway Authority to ensure it can be done safely, and to minimise impacts.	oCTMP [**EN0110012/ APP/LVS/07.12**]
Wistow Parish Council	A construction compound is proposed to be built off Carr	An oCTMP has been prepared to identify the routes that should be used by construction traffic. These	oCTMP [**EN0110012/ APP/LVS/07.12**]

Consultee	Comments	How has this comment been addressed	Location of response in this ES
	Lane, Wistow. Access to this location along Carr Lane and from Selby Road is very restricted and unsuitable for articulated vehicles. It is also a high traffic area for pedestrians, horse riders, joggers and cyclists. In the interests of safety, the Council request that this compound be relocated to a site on the southern side of the corridor and along the approach from Monk Lane in Selby.	routes take into account the existing condition of the road and seek, where practicable, to avoid residential areas. Following design development and in response to feedback received, the compound location has been relocated onto the B1223 Wistow Road.	
North Yorkshire Council	Within the CTMP which will be produced it should also be noted that a delap [dilapidation] survey will be required at all phases to ensure the existing highway isn't damaged and if so reinstated.	Within the oCTMP there is a commitment to pre-commencement condition surveys of the highway network. Any defects attributed to the Proposed Development after construction will be rectified.	oCTMP [**EN0110012/ APP/LVS/07.12**]
North Yorkshire Council	Please be aware after further review the LHA cannot encourage the use of Fryston Road, Monk Fryston as a point of access and alternative routes should be utilised.	Following consultation feedback, the A63 will be used as the main access into Solar Development Site 2 to remove construction traffic from Fryston Common Lane (assumed to be the road NYC mean, as there is no Fryston Road).	oCTMP [**EN0110012/ APP/LVS/07.12**]
National Highways	The Applicant should assess and detail the traffic impact at each Strategic Road Network (SRN) junction to determine if there will	The A1(M) is the only National Highways managed route within the Study Area. The TA provides trip generation forecasts.	Section 5 of Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012 /APP/LVS/06.03.14.01**]

Consultee	Comments	How has this comment been addressed	Location of response in this ES
	be unacceptable road safety or operational impacts.		
National Highways	The Applicant should contact National Highways' Abnormal Loads Team at an early stage to discuss the details of any Abnormal Indivisible Loads (AIL), if relevant.	Noted – as reported in the Abnormal Load assessment, the operator will accord with the relevant processes to agree access to the Proposed Development. The relevant team within National Highways have been made aware of the AIL requirements for this project.	Annex C of Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012 /APP/LVS/06.03.14.01**]
National Highways	The Applicant should provide daily profile figures for construction traffic generation.	Trip forecasts outlined in Section 5 of the Transport Assessment have been advised by the construction programme which calculates how many HGV loads / employee trips each Solar Development Site and cable route corridor area is expected to generate each day. The number is therefore a daily quantity, and whilst measures will be taken to avoid peak hour travel, evidence from other solar schemes indicates that up to 10% of daily trips could arrive and depart the Study Area in the highway network peaks.	Section 5 of Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012 /APP/LVS/06.03.14.01**]
National Highways	The Applicant should clarify and clearly identify which SRN junctions construction vehicle trips will be assigned to for each Solar Development Site.	The distribution of trips results in the A1(M) Junction 42 being the main access into the Study Area from the west.	Section 5 of Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012 /APP/LVS/06.03.14.01**]
National Highways	The Applicant should include the number of construction trips assigned to the SRN during each peak period (AM and PM) for review.	As noted above, approximately 10% of trips could arrive / depart in the AM and PM peak hours. This is detailed in the TA.	Section 5 and Section 6 of Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012 /APP/LVS/06.03.14.01**]

Consultee	Comments	How has this comment been addressed	Location of response in this ES
National Highways	The Applicant should produce a detailed Construction Traffic Management Plan (CTMP) that includes: 1.The number of trips on the SRN during construction 2.Delivery vehicle routes, including abnormal loads 3.Mitigation and management of construction impacts on the road network	An oCTMP has been developed and submitted with the DCO.	oCTMP [**EN0110012/ APP/LVS/07.12**]
National Highways	The Applicant should ensure that any traffic management proposals on the SRN are agreed in advance with the relevant National Highways Team.	There are no traffic management proposals on the SRN, with the exception that there may be a requirement to transport abnormal loads. NH will be consulted in advance regarding any proposals to transport abnormal loads on the SRN.	Annex C of Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012 /APP/LVS/06.03.14.01**]
National Highways	The Applicant should clarify alternative construction traffic routes if planned improvements (such as the A63/A162 Monk Fryston roundabout) are not complete prior to the start of construction.	If the proposed improvements are not in place prior to commencement of construction, impacts from the Proposed Development can be mitigated through timing restrictions (avoiding the highway network peaks) and also using alternative routes. The assessment of alternative routes is included in Section 14.10 and commitments to timing restrictions and the use of alternative routes is included in Section 3 of the oCTMP.	oCTMP [**EN0110012/ APP/LVS/07.12**]
National Highways	The Applicant should ensure that any construction activities to be undertaken outside of the core	Noted – details of working arrangements are included in the oCTMP.	oCTMP [**EN0110012/ APP/LVS/07.12**]

Consultee	Comments	How has this comment been addressed	Location of response in this ES
	working hours are discussed and agreed with National Highways, in addition to the Local Planning Authority.		
Local resident	We have concerns over the volume and routing of traffic during the construction phase. Monitoring of traffic routing should be included. Hours of construction should be restricted to reasonable day time hours and weekdays.	An oCTMP has been prepared to identify the routes that would be used by construction traffic. These routes take into account the existing condition of the road and seek, where practicable, to avoid residential areas. The oCTMP also includes details of working arrangements and construction hours.	oCTMP [**EN0110012/ APP/LVS/07.12**]
Local resident	Traffic is awful along the A63 - a straight stretch of road with many accidents already, adding to this an access point is dangerous to any road users on a main route	Following consultation feedback and in discussion with NYC it was agreed that the existing A63 should be used as the main access into Solar Development Site 2 to remove construction traffic from Fryston Common Lane. Detailed Traffic management arrangements will be agreed with NYC, pursuant to the approval of the detailed CTMP(s) to ensure the access arrangements are suitable for the temporary uplift in vehicles during the construction phase.	oCTMP [**EN0110012/ APP/LVS/07.12**]
Local resident	Consultation lacked precise haul-route plans. Please supply: 1. Full drawings of temporary and permanent access routes passing property; 2. A construction-traffic management plan, including expected vehicle types and frequency; and	An oCTMP has been prepared to identify the routes that should be used by construction traffic – a map is included – see Figure 14.4: Construction Routing [**EN011011012/APP/LVS/06.02.14.04**]. These routes take into account the existing condition of the road and seek, where practicable, to avoid residential areas. The oCTMP and TA provides information on the number of vehicles, by type.	oCTMP [**EN0110012/ APP/LVS/07.12**] and Section 5 of Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012 /APP/LVS/06.03.14.01**]

Consultee	Comments	How has this comment been addressed	Location of response in this ES
	3. Proposals for micro siting underground cable corridors to avoid excavation within 30 m of my property boundary.		

Targeted consultation

14.5.4 A period of targeted consultation took place between 16 October 2025 and 20 November 2025, during which feedback was encouraged to comment on minor changes to the development boundary area, in relation to access points during construction and operation; visibility splays to ensure safe sightlines for vehicles entering and exiting the Proposed Development; passing places on narrow roads; access requirements for abnormal indivisible loads (less frequent but large delivery vehicles that have wider turner circles); cable route adjustments to avoid environmental and engineering constraints; and permissive paths to enable increased public access routes within the Solar Development Sites. Table 14-6 outlines some of the key statutory consultation responses relating to traffic and movement and how these have been addressed through the ES.

14.5.5 Full responses to the targeted consultation are outlined in the Consultation Report [**EN0110012/APP/LVS/05.01**].

Table 14-6 Targeted consultation comments

Consultee	Comment	Applicant response
Thorganby Parish Council	The increase of HGV traffic and decline in road conditions during construction phase, likely to make driving more hazardous.	An oCTMP [**EN0110012/APP/LVS/07.12**]) has been prepared to identify the routes that will be used by construction traffic. These routes take into account the existing condition of the road. With regards to the condition of the road, there is a commitment within the oCTMP [**EN0110012/ APP/LVS/07.12**] for a pre-commencement condition survey and a commitment to resolving any damage to the highway that can be attributed to the Proposed Development construction activities.
Thorganby Parish Council	Noted existing traffic congestion on rural road network, and concerns of large vehicles exacerbating the	A TA has been prepared (Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012 /APP/LVS/06.03.14.01]**) to assess the impact of the Proposed Development on the transport network during construction. This includes traffic network diagrams showing the traffic movements associated with the Proposed Development.

Consultee	Comment	Applicant response
	problem over lengthy construction phase.	The TA report shows that the majority of routes within the assessed Study Area (36 of 43) have an average percentage change in traffic flows, as a result of the Proposed Development, of less than 10%, which is reasonably assumed to be within the expected range of daily fluctuation and would go unnoticed to the majority of other road users. Where traffic flows have increased by more than 10%, an oCTMP [**EN0110012/APP/LVS/07.12**]) has been prepared which includes measures to minimise any impacts during construction by reducing HGV movements during the peak hours and managing employee movements. Overall, it is considered that any temporary impacts from the Proposed Development can be managed through the CTMP, and there are not expected to be any significant impacts on the transport network.
Thorganby Parish Council	Concern that adding heavy construction traffic to rural roads already busy with large farm machinery during peak seasons could cause traffic congestion.	A TA has been prepared (Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012 /APP/LVS/06.03.14.01**]) to assess the impact of the Proposed Development on the transport network during construction. This includes traffic network diagrams showing the traffic movements associated with the Proposed Development. An outline Construction Traffic Management Plan (oCTMP, **[EN0110012/APP/LVS/07.12**]) has also been prepared which includes measures to minimise any impacts during construction by reducing HGV movements during the peak hours and managing employee movements. The oCTMP outlines the responsibilities of those working on the site, which includes liaising with the community to understand any local issues, and this could include ensuring the site manager is aware of any other activities that could impact on deliveries to the Proposed Development.
Monk Fryston Parish Council	The Parish Council request that any temporary works are reinstated to their original condition / position as soon as possible.	Any temporary works to accommodate the AILs will be reinstated as soon as possible after the load has passed and these alterations will be reviewed by the Local Highway Authority to ensure they are satisfactorily reinstated to the original condition.

Consultee	Comment	Applicant response
Monk Fryston Parish Council	The Parish Council request for those areas affected, the access points and visibility splays are returned to their original configuration.	Any temporary works to accommodate the AILs will be reinstated as soon as practicable after the load has passed and these alterations will be reviewed by the Local Highway Authority to ensure they are satisfactorily reinstated to the original condition
Monk Fryston Parish Council	The concerns raised during Phase 2 consultation about Fryston Common Lane have not been addressed.	An oCTMP [**EN0110012/ APP/LVS/07.12**] has been prepared to identify the routes that should be used by construction traffic. Fryston Common Lane was previously identified as an access route to Solar Development Site 2. However, following feedback, the route is proposed as an emergency access only, with all construction traffic travelling to and from Site 2 assigned to the main access located on the A63.
Skipwith Parish Council	Proposals for the Cable Route Corridor, in particular the enabling works, associated traffic movements, engineering works required are deemed inappropriate.	A TA has been prepared (Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012 /APP/LVS/06.03.14.01**]). The TA has assessed the road network capacity and existing transport conditions. It found that for the majority of routes within the Study Area, the average percentage change in traffic flows, as a result of the Proposed Development, would be less than 10%, which is reasonably assumed to be within the expected range of daily fluctuation and would go unnoticed to the majority of other road users. An oCTMP [**EN0110012/APP/LVS/07.12**]) has also been prepared and includes measures to minimise impacts during construction.
Skipwith Parish Council	Concerns regarding village infrastructure accommodating construction traffic, in particular along Main Street. Instead suggests alternative routes outside the village, such as from the A19, King Rudding Lane, or upgraded tracks west	An oCTMP [**EN0110012/ APP/LVS/07.12**]) has been prepared to identify the routes that should be used by construction traffic. These routes take into account the existing condition of the road and seek, where practicable, to avoid residential areas. There is a Cable Route Corridor access located to the north-west of Skipwith so access is required during the period when that particular section of the cable route corridor is being constructed. An access located off Skipwith Road, north of Main Street, has been identified to minimise movements through the village and will be used by the majority of construction vehicles. The only construction route through the village that will use Main Street is for the movement of the Abnormal Load. Arrangements for the transport of the Abnormal Load will

Consultee	Comment	Applicant response
	of Skipwith Road, to avoid disruption.	need to be made under licence with the Local Highway Authority to ensure it can be done safely, and to minimise impacts.
South Milford Parish Council	Concern for Change 28, the cutting back of vegetation to create a permissive path and vehicle access on Common Lane.	The Applicant can confirm that it intends to minimise and avoid vegetation cutting back and removal where practicable. Surveys have and will continue to be undertaken to establish whether trees and hedgerows are overgrown at the time of construction and if they need to be cut back to facilitate any of the localised changes. Where it has been determined that trees or hedgerows do need to be cut back, further surveys and visual inspections would be undertaken to ensure we are not disturbing existing habitats.
South Milford Parish Council	Concern how Change 30 could affect residents at Milford Junction and beyond Ingthorne Lane accessing their homes with no alternative route available.	An oCTMP [**EN0110012/ APP/LVS/07.12**]) has been prepared to identify the routes that should be used by construction traffic. These routes take into account the existing condition of the road and seek, where practicable, to avoid residential areas. There are no proposals to access the Proposed Development via Ingthorne Lane. The Cable Route Corridor travels close to Ingthorne Lane but access to the corridor would be gained via the main access into Site 2, located on the A63.
Riccall Parish Council	Concerned about the proposed use of King Rudding Lane for construction traffic, including the projected increase in HGV movements and the potential effect on road safety at the A19 junctions and within the village road network.	A TA has been prepared (Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012 /APP/LVS/06.03.14.01**]). A Cable Construction Compound is located on King Rudding Lane, as well as a cable route corridor construction access. This activity could add 58 additional movements onto the road, which would be a 15% increase on the 393 daily movement forecast in the 2029 base. An oCTMP [**EN0110012/APP/LVS/07.12**] has been prepared and includes measures to minimise impacts during construction by reducing HGV movements during the peak hours and managing employee movements. The temporary uplift in traffic flows are not therefore expected to have a significant impact over the course of a typical working day. The total construction period is between 24-36 months, meaning the effects will be temporary in nature, and many of the construction locations will be used for shorter periods.

Consultee	Comment	Applicant response
		The proposed accesses on the A19 are existing junctions, but as there will be a temporary uplift in vehicle movements during the construction phase, it is expected that there could be some temporary traffic management installed during construction at some locations. Subject to agreement with NYC, this could include temporary speed limit reductions. Specific requirements for traffic management or temporary Traffic Regulation Orders would be outlined in the updated CTMP to be agreed with the highway authorities prior to commencement of construction.
Riccall Parish Council	Concerned about the likelihood of increased U-turn movements in the vicinity of King Rudding Lane as drivers attempt to avoid construction traffic.	A TA has been prepared (Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012 /APP/LVS/06.03.14.01**]). A Cable Construction Compound is located on King Rudding Lane, as well as a cable route corridor construction access. This activity could add 58 additional movements onto the road, which would be a 15% increase on the 393 daily movement forecast in the 2029 base. As the construction trips will avoid the network peaks, it is unlikely that the traffic impact will be so noticeable that it would result in other vehicles altering their routes.
Riccall Parish Council	Concerned about the potential removal or cutting back of trees along Checker Lane to accommodate construction access.	The Applicant can confirm that it intends to minimise and avoid vegetation cutting back and removal where practicable. Surveys have and will continue to be undertaken to establish whether trees and hedgerows are overgrown at the time of construction and if they need to be cut back to facilitate any of the localised changes. Where it has been determined that trees or hedgerows do need to be cut back, further surveys and visual inspections would be undertaken to ensure we are not disturbing existing habitats.
Riccall Parish Council	Concerned about the general suitability of local rural roads for sustained construction traffic and heavy vehicle movements over an extended construction period.	An oCTMP [**EN0110012/APP/LVS/07.12**]) has been prepared to identify the routes that should be used by construction traffic. These routes take into account the existing condition of the road and seek, where practicable, to avoid residential areas. With regards to the condition of the road, there is a commitment within the oCTMP **[EN0110012/ APP/LVS/07.12**] for a pre-commencement condition survey and a commitment to resolving any damage that can be attributed to the Proposed Development construction activities.

Consultee	Comment	Applicant response
Riccall Parish Council	The alternative access option are more suitable, including via the former mine site or the industrial estate on Market Weighton Road, which may lessen the impact on residential roads / junctions.	An oCTMP [**EN0110012/APP/LVS/07.12**] has been prepared to identify the routes that should be used by construction traffic. Generally the most direct route has been selected, whilst also taking into account the existing condition of the road and seek, where practicable, to avoid residential areas.

Stakeholder engagement

14.5.6 Outside of the formal consultation period, the following stakeholders have been engaged with in regard to traffic and movement as part of the assessment process:

1) National Highways (NH)
2) North Yorkshire Council (NYC)

14.5.7 The outputs of the engagement undertaken are presented in Table 14-7.

Table 14-7 Traffic and movement - Engagement undertaken

Stakeholder	Date engaged	Matters raised	Outcomes	Actions and Next Steps
National Highways (NH)	22/08/2024	Asked for more information on transport impacts during construction	Agreed at the meeting that there are unlikely to be any direct impacts on the SRN as all access locations are located on the Local Road Network. National Highways requested that more information be shared with NH once cable routing and abnormal load routes have been confirmed. Information about construction routes was provided at the next meeting in November 2025. NH advised that construction routing should avoid junction 34 on the M62 where practicable due to existing delays at this junction. The junction is outside the Study Area and therefore not expected to be impacted by the Proposed Development.	NH confirmed at the meeting in November 2025 that they will review the information submitted.

Stakeholder	Date engaged	Matters raised	Outcomes	Actions and Next Steps
National Highways (NH)	11/11/2025	Provided updated project information and responded to NH feedback provided in their response to consultation dated October 2025.	NH noted that given that the updated information provided at the meeting showed no impacts on the SRN, NH input to the DCO would be minimal.	
North Yorkshire Council (NYC)	31/01/2025	Construction access routing, trip generation, junction capacity.	It was agreed that Wheldrake Lane route would be preferable for access to Site 1, to minimise disruption to local residents. NYC advised that the A63/A162 Monk Fryston roundabout is currently operating at capacity, though design work for an upgrade is underway. This should be considered for the routing to Sites 2, 3, 4, 7 and 8. There are currently high baseline traffic flows through Monk Fryston and Hambleton.	Construction routing to Solar Development Site 1 now shown via preferred Wheldrake Lane route. Alternative routes identified to minimise impact on A63/A162 roundabout, albeit upgrades are expected to be in place prior to construction commencing. Baseline traffic flows confirmed through traffic survey data collection.
North Yorkshire Council (NYC)	22/08/2025	Cable route corridor construction plan. Use of A63 to access Solar Development Site 2. Cable route corridor access south of Riccall village. Need for pinch points / passing places on some routes.	NYC advised a number of requirements for the cable route corridor, including wheel washers. NYC confirmed the A63 access to Site 2 would be manageable with traffic management. The preferred route into the cable route corridor south of Riccall would be approaching the A19 junction from the south. NYC would prefer passing places to temporary traffic lights.	Wheel washing included in oCTMP measures. Main access into Solar Development Site 2 via the A63. Vehicles approaching Riccall will do so from the south – this is covered in the oCTMP [**EN0110012/APP/LVS/07.12**] alongside other measures that are expected to be agreed with NYC prior to commencement of construction.

Stakeholder	Date engaged	Matters raised	Outcomes	Actions and Next Steps
North Yorkshire Council (NYC)	16/10/2025	Updates on traffic forecasts, taking into account the cable route corridor. Agreement on access routes to the cable corridor and compound off the A19 at Riccall, and the A63 access at Monk Fryston. Provision of additional amenity routes. Update on the proposed improvements at the A63/A162 roundabout.	Agreement on the traffic management proposals for the construction access locations on the A19 and the A63. NYC requested improvements to active travel routes and asked Applicant to ensure that the Proposed Development does not prevent future NYC improvements, including a new cycleway connecting Gascoigne Wood and Hambleton. No funding has been committed by NYC as yet to the A63/A162 upgrades, with cost contributions from developers contributing to road traffic to be confirmed.	As per previous meeting, access arrangements for the A19 and A63 junctions have been accounted for in the oCTMP [**EN0110012/APP/LVS/07.12**]. Proposed Development includes permissive paths within the design and does not preclude other potential improvements. Connections outside of the Proposed Development boundary could be explored as part of the community benefit fund contribution. Use of alternative routes and restrictions on delivery timings would reduce Proposed Development impact at the A63/A162 roundabout if junction upgrades not complete.
North Yorkshire Council (NYC)	11/11/2025	Cable corridor construction methods. Proposed construction routes – noting that Roe Lane had a previous application refused due to transport issues.	Transport team to send more information to NYC on the cable construction methods and review planning appeal information.	Information on Cable Route Corridor construction methods is outlined in Crossings Schedule that is submitted with the DCO [**EN0110012/APP/LVS/07.01**]. Roe Lane planning appeal has been reviewed, and Roe Lane has been retained and considered suitable for

Stakeholder	Date engaged	Matters raised	Outcomes	Actions and Next Steps
		Active travel connections. Noted about the need for developer contributions towards A63/A162 junction.		temporary construction access. Roe Lane is two-way (has centreline) so passing places are not required.
North Yorkshire Council (NYC)	13/01/2026	Cable corridor construction methods. Proposed construction routes – noting that Roe Lane had a previous application refused due to transport issues. Active travel connections. Noted about potential developer contributions towards A63/A162 junction.	Applicant provided latest drafts of access plans for NYC to review.	Further meetings post DCO submission to agree traffic management measures as outlined in the CTMP [**EN0110012/APP/LVS/07.12**], and inform Statement of Common Ground.

14.6 Assessment Methodology

14.6.1 This section outlines the methodology employed for assessing the effects on traffic and movement from the construction, operation and decommissioning of the Proposed Development.

Desktop sources

14.6.2 The following desktop sources have been used to inform the existing baseline conditions of the Study Area:

1) Google Maps (Ref 13)
2) NH WebTRIS (Ref 14) data;
3) CrashMap UK (Ref 15) road safety data; and
4) DfT Road Traffic Statistics (Ref 16).

Traffic Surveys

14.6.3 There were two tranches of traffic data collection, the first surveys were undertaken between 28th January and 3rd February 2025 and the second from 1st July to 7th July 2025. The network diagrams are included in the Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**].

Sensitive receptors

14.6.4 The IEMA Guidelines recognise the following groups and special interest categories, known as sensitive receptors, as vulnerable to alterations in traffic flow conditions:

1) People at home;
2) People at work;
3) Children, elderly and disabled persons;
4) Sensitive locations such as hospitals, churches, schools, historical buildings;
5) Pedestrians
6) Cyclists;
7) Equestrian users;
8) Open recreational spaces;
9) Sites of ecological/nature conservation value; and
10) Sites of tourist/ visitor attraction.

14.6.5 The criteria to assess receptor sensitivity is shown in Table 14-8.

Assessment Methodology

14.6.6 The EIA Scoping Report (see Appendix 1.1 (ES Volume 3) [**EN0110012/APP/LVS/06.03.01.01**]) set out the proposed scope for the assessment of traffic and movement. The traffic and movement assessment considers severance, driver delay, pedestrian and cyclist amenity, and fear and intimidation during construction, in accordance with the IEMA guidelines (Ref 17).

14.6.7 This traffic and movement chapter includes information on baseline transport conditions, a qualitative and quantitative description of the travel characteristics of the Proposed Development, including movements across all modes of transport, and measures to manage trips to the Proposed Development.

14.6.8 Severance has been assessed using the thresholds set out in Table 14-11 based on the percentage change in traffic flows within the Study Area resulting from construction traffic for the Proposed Development.

14.6.9 Driver Delay has been assessed using professional judgement, and consultation with the Council and NH, as well as a review of traffic flow data to determine whether or not the construction traffic from the Proposed Development will have a significant effect on driver delay.

14.6.10 Pedestrian and cyclist amenity is broadly defined as the relative pleasantness of a journey, and is considered to be affected by traffic flow, traffic composition, pavement width and separation between traffic and pedestrians. The IEMA 2023 guidelines (Ref 17) suggest that a doubling or halving of total traffic flow or the HGV composition could lead to perceptible negative or positive impacts upon pedestrian and cyclist amenity.

14.6.11 Drawing upon the IEMA 2023 guidelines, with regard to fear and intimidation, the extent of fear and intimidation is dependent on:

1) The total volume of traffic
2) The heavy vehicle composition
3) The speed these vehicles are passing
4) The proximity of traffic to people – and/or the feeling of the inherent lack of protection created by factors such as a narrow pavement median, a narrow path or a constraint (such as a wall or fence) preventing people stepping further away from moving vehicles.

14.6.12 There are no agreed thresholds for estimating levels of danger (fear and intimidation), but the IEMA 2023 guidelines (Ref 17) do provide reference to a degree of hazard score that can developed based on average traffic flows, traffic composition and speeds. It does express the need for judgment to be exercised in determining the degree of fear and intimidation.

14.6.13 The movement of abnormal loads is regulated by National Highways and will be subject to separate agreement with the relevant highway authorities and police through the licensing arrangements. However, given that there are a frequent number of abnormal loads forecast during the construction of the Cable Route

Corridor, other traffic impacts such as delay and fear and intimidation could be induced and have been considered through the assessment.

Assessment criteria and Assignment Significance

14.6.14 This section describes the criteria applied in this chapter to characterise the sensitivity of receptors, the magnitude of potential impacts and how this has been applied to determine whether a given effect is significant.

14.6.15 The terms used to define magnitude and receptor sensitivity are based on those that have been used in the IEMA Guidelines for Environmental Impact Assessment (Ref 17) and the Design Manual for Roads and Bridges (DMRB) (Ref 19).

14.6.16 Table 14-8 provides information on receptor sensitivity.

Table 14-8 Receptor Sensitivity

Sensitivity	Definition
Very High	Receptors with the greatest sensitivity due to site-specific characteristics which make them sensitive to changes in traffic flows.
High	Receptors of high sensitivity to traffic flows including schools, colleges, playground, accident blackspots, retirement homes, urban/residential roads without footways that are used by pedestrians.
Medium	Receptors of medium sensitivity to traffic flows including congested junctions, doctors surgeries, hospitals, shopping areas with roadside frontage, roads with narrow footways, un-segregated cycleways, community centres, parks, recreation facilities.
Low	Receptors with some sensitivity to traffic flows including places of worship, public open space, nature conservation areas, listed buildings, tourist attractions and residential areas with adequate footway provision.
Negligible	Receptors with low sensitivity to traffic flows that are a sufficient distance from impacted road and junctions.

14.6.17 Based on the criteria set out in Table 14-8 and Department for Transport (DfT) definitions for road classifications, the sensitivities of roads within the Study Area are summarised in Table 14-9.

Table 14-9 Sensitivity/ Importance of Roads within the Study Area

Sensitivity	Definition	Additional Explanation
High	A19 (Between A63 roundabout in the north to Chapel Haddlesey)	Major/principle single carriage road. The A19 in the local area passes by Blossoms Day Nursery, a highly sensitive receptor.
	A19 (At Chapel Haddlesey Junction)	Major/principle single carriage road that passes through the residential areas of West Haddlesey / Chapel Haddlesey with narrow footways. There are no high or medium category receptors on the A19 near West Haddlesey / Chapel Haddlesey.

Sensitivity	Definition	Additional Explanation
	A19 (Between Wheldrake Lane and Escrick Estate entrance)	Major/principle single carriage road that passes through the residential area of Escrick with narrow footways. No high or medium category receptors on the A19 near Escrick.
	Birkin / Millfield Road	Birkin / Millfield Road passes through the residential area of West Haddlesey. The route has a footway on at least one side of the carriageway but passes by Chapel Haddlesey Primary School, a sensitive receptor.
	Common Lane, South Milford	A rural road without footways that is known to be used as a recreational route by pedestrians and cyclists.
Medium	A63 (Main Street between Monk Fryston and Hambleton)	Major/principle road that passes through the residential centre of Monk Fryston. No high or medium category receptors on the A63 near Monk Fryston.
	A19 (Between King Rudding Lane and Main Street)	Major/principle single carriage road. The A19 in the local area passes immediately south of the residential area of Riccall. No high or medium category receptors on the A19 near Riccall at this location.
	A63 (between Hambleton and Thorpe Willoughby)	Major/principle road that passes between the residential areas of Hambleton and Thorpe Willoughby. No high or medium category receptors on the A63 near Monk Fryston.
	A162, South Milford	Major/principle road that connects a number of villages and areas of employment to the A1(M).
	Fryston Common Lane	Fryston Common Lane has no high or medium category receptors. However, the route has residential properties with narrow footways, and becomes a narrow road past the residential area resulting in medium sensitivity to any potential changes.
	Roe Lane	Roe Lane passes through the residential area of Birkin with narrow footways but has no high or medium category receptors.
	Haddlesey Road	Haddlesey Road passes through the residential area of Birkin with narrow footways but has no specific high or medium category receptors.
	Wistow Road	Wistow Road is a rural road that passes through a small residential area with no footways and has no high or medium category receptors.
	B1223 (Millgate Service Station)	B1223 (Millgate Service Station) passes through the residential area of Millgate with narrow footways but has no specific high or medium category receptors.
	Leeds Road (A1238) between Fox Lane and Privet Drive	Major/principle road that passes through the residential centre of Thorpe Willoughby. No high or medium category receptors on Leeds Road near Thorpe Willoughby

Sensitivity	Definition	Additional Explanation
	St Mary's Approach	St Mary's Approach passes through the residential centre of Hambleton with narrow footways including a place of worship.
	Betteras Hill Road	Betteras Hill Road is a rural road that passes a number of residential properties at Monk Fryston. No high or medium category receptors.
	Gateforth New Road	Gateforth New Road passes through the residential area of Gateforth and is characterised by residential frontage, the village green and other local community receptors. Footways exist through the village, with no footways present on rural sections of the route.
Low	Austfield Lane	Austfield Lane is a rural road with no footways as there are minimal frontages / no high or medium category receptors.
	Hillam Common Lane	Hillam Common Lane is a rural road within the Study Area with no footways as there are minimal frontages and there are no high or medium category receptors.
	Wheldrake Lane (S)	Wheldrake Lane (S) has no footways and limited frontages. There are high or medium category receptors.
	Wheldrake Lane	Wheldrake Lane has no high or medium category receptors.
	Skipwith Road	Through Escrick Village the road would have higher sensitivity, but where it borders Solar Development Site 1 there are no footways and limited frontages.
	Common Lane, Hambleton	Common Lane is a rural road within the Study Area with no footways. It provides highway access to agricultural properties and there are no high or medium category receptors.
	Phillip Lane	Phillip Lane currently terminates at the railway corridor, and provides access to a residential property.
	King Rudding Lane	King Rudding Lane is a rural road with no footways as there are minimal frontages / no high or medium category receptors.
	Mill Hill	Mill Hill is a rural road with no footways as there are minimal frontages / no high or medium category receptors.
	Dam Lane	Dam Lane is a rural road with no footways as there are minimal frontages / no high or medium category receptors.
	Field Lane	Field Lane is a rural road with no footways as there are minimal frontages / no high or medium category receptors.

Sensitivity	Definition	Additional Explanation
	Fairfield Lane	Fairfield Lane is a rural road with no footways as there are minimal frontages / no high or medium category receptors.
	A63 Main Street (between Monk Fryston and York Road)	Major/principle single carriage road with minimal frontages / no high or medium category receptors.
	Hillam Lane	Hillam Lane is a rural road with no footways as there are minimal frontages / no high or medium category receptors.
	Rawfield Lane	Rawfield Lane is a rural road with no footways as there are minimal frontages / no high or medium category receptors.
	Birkin Lane	Birkin Lane is a rural road with no footways as there are minimal frontages / no high or medium category receptors.
	Hirst Road	Hirst Road is a rural road with no footways as there are minimal frontages / no high or medium category receptors.
	Fox Lane	Fox Lane is a rural road providing access to one property
Negligible	A1(M) Junction 42	Major/principle road. No high or medium category receptors.

14.6.18 The magnitude of impact has taken into consideration the impact duration which, for the purpose of this assessment, is defined as:

1) Short term: up to one year;
2) Medium term: a period of more than one year, up to five years; and
3) Long term: a period greater than five years.

14.6.19 The criteria used to assess the magnitude of impact is shown in Table 14-10.

Table 14-10 Magnitude of impact

Magnitude of Impact	Definition
High	Changes which would likely significantly change conditions to the extent that it would significantly impact travel behaviour.
Medium	Changes which would change conditions to the extent that it may impact travel behaviour to a measurable degree.
Low	Changes which are likely to be perceptible but not to the extent that they would change conditions which would otherwise prevail.
Negligible	Changes which are just perceptible.
No Change	No loss of alteration or characteristics, with no observable impact.

Severance

14.6.20 Severance is defined by the IEMA Guidelines (Ref 17) as the perceived divisions that can occur within a community when it becomes separated by a traffic route. It can be difficult to measure, as many factors can determine the feeling of severance including road width, traffic composition, traffic speeds and the availability of crossing facilities.

14.6.21 The IEMA Guidelines (Ref 17) refers to Department for Transport (DfT) historic thresholds that are set out in Table 14-11, which are based on changes in traffic flows. Although these thresholds no longer appear in DfT guidance, the IEMA Guidelines notes that they have not been superseded by any changes to guidance and are established through planning case law.

14.6.22 The IEMA Guidelines (Ref 17) advised that the significance of any effect is informed by the sensitivity of a receptor and the magnitude of an impact. The IEMA 2023 guidelines (Ref 17) note that having quantified the magnitude of the impact, there are various ways for interpreting whether or not the outcome is significant. It therefore highlights the need for judgement on the part of a competent traffic and movement expert, backed up by data where possible.

14.6.23 With regards to severance, judgement will be made therefore based on the changes in traffic flows, balanced against the receptor sensitivity.

Table 14-11 Severance assessment thresholds

Magnitude of impact	Definition
High	More than 90% change in traffic flow
Medium	60% to 90%
Low	30% to 60%
Negligible	0% to 30%
No change	No change in traffic flows

Driver Delay

14.6.24 The assessment of driver delay is based on the technical work reported within the Transport Assessment, which focuses on the conditions on the highway network in the peak periods.

14.6.25 The IEMA Guidelines (Ref 17) note that driver delays are only likely to be significant when the traffic on the network surrounding the development is already at, or close to, the capacity of the system.

14.6.26 To identify if any part of the network is already operating at, or close to capacity, the scope of the assessment was discussed with the with highway authorities. From discussions with North Yorkshire Council, it has been identified that one of the junctions within the Study Area - the A63/A162 Monk Fryston roundabout - is currently operating at capacity, and design work for an upgrade to the roundabout junction is underway by NYC.

14.6.27 With regards to the significance of the effect at this junction, this will be informed by the magnitude of change at the junction both with and without the junction improvements in place.

Pedestrian and cyclist amenity

14.6.28 Pedestrian and cyclist amenity is defined by the IEMA Guidelines as the relative pleasantness of a journey, and is considered to be affected by traffic composition, pavement width and separation between traffic and pedestrians.

14.6.29 Previous (1993) Guidelines (Ref 18) suggested that a threshold for judging the significance of the changes in amenity would be where the traffic flow (or HGV component) is halved or doubled. Although these thresholds no longer appear in DfT guidance, the IEMA Guidelines note that they have not been superseded by any changes to guidance. The IEMA Guidelines (Ref 17) does also note that the assessment of amenity should pay full regard to specific local conditions.

14.6.30 The significance of any effect on pedestrian and cyclist amenity will take into account whether the traffic composition has doubled and the sensitivity of the roads impacted.

Fear and intimidation

14.6.31 The extent of fear and intimidation is dependent on traffic volumes, HGV composition, vehicle speeds and the proximity of traffic to people.

14.6.32 Thresholds have been set that seek to categorise fear and intimidation depending on existing road conditions and likely additional flow of traffic resultant from the Proposed Development. The IEMA 2023 guidelines includes a weighting system to support the assessment. This produces an overall score for the level of fear and intimidation, and the guidance suggests how changes in that overall score, resulting from the Proposed Development, equate to different magnitudes of impact. The IEMA 2023 guidelines provides scores for the degree of hazard at a given location, as shown in Table 14-12. The level of fear and intimidation is then classified into four categories, based on the degree of hazard score, as shown in Table 14-13.

Table 14-12 Fear and Intimidation degree of hazard (IEMA 2023 guidelines)

Average hourly traffic flow (18hr AAWT) (a)	Total 18-hour heavy vehicles flow (b)	Average vehicle speed (c)	Degree of hazard score
>1800	>3000	>40	30
1200-1800	2,000-3,000	30-40	20
600-1200	1,000-2,000	20-30	10
<600	<1,000	<20	0

Table 14-13 Levels of fear and intimidation (IEMA 2023 guidelines)

Level of fear and intimidation	Total hazard score (a) + (b) + (c)
Extreme	71+

Level of fear and intimidation	Total hazard score (a) + (b) + (c)
Great	41-70
Moderate	21-40
Small	0-20

14.6.33 The magnitude of impact is taken from the change in the level of fear and intimidation compared with baseline conditions. The fear and intimidation magnitude of impact is assessed as follows:

1) High – two step changes in levels
2) Medium – one step change in level but with an increase of more than 400 vehicles or 500 HGVs in total
3) Low – one step change in level but with increases below 400 vehicles and 500 HGVs; and
4) Negligible where there is no step change in the level of fear and intimidation.

14.6.34 The impact will be identified as significant if there is a change in the level of fear and intimidation, and the road is categorised as being of medium to high receptor sensitivity.

Hazardous/ Large Loads

14.6.35 The assessment reviews the routing of abnormal loads to determine if there could be induced traffic impacts e.g. driver delay and impacts on fear and intimidation. The potential magnitude of these impacts from the movement of large (abnormal loads) is assessed using professional judgement based on the frequency and type of road (sensitivity of the receptor).

14.7 Assumptions and limitations

14.7.1 This section provides a description of the assumptions and limitations to the traffic and movement assessment.

14.7.2 Several assumptions have been made when forecasting the traffic generation of the Proposed Development.

14.7.3 The forecast number of HGV movements to each Solar Development Site and the BESS has been provided by the Applicant. The construction vehicle forecasts have been estimated based on information from other similar solar developments, the MW capacity at each location, and informed by the length of the construction programme. They are considered to represent a realistic estimation of traffic generation for the Proposed Development.

14.7.4 Construction work is unlikely to start on the Solar Development Sites in all locations at the same time, however the trip generation has added all movements to the network in the future base year scenario of 2029.

14.7.5 The forecast number of construction movements to and from the cable route corridor has been provided by the JSM Group, the company who has developed the cable route corridor method of works, and programme. This programme takes account the seasonal restrictions on the construction of the southern section of Solar Development Site 1 and a section of CRC 1-4 to avoid wintering bird season as outlined in more detail in Chapter 2: The Proposed Development (ES Volume 1) [EN110012/APP/LVS/06.01.02], and therefore the level of trips is expected to be slightly higher than similar developments, but over a shorter period of time.

14.7.6 The Proposed Development is expected to have an operational life of up to 60 years. At the end of its operational lifespan, it will be decommissioned. The volume of vehicle movements during decommissioning is not expected to exceed those estimated for the construction phase. As such, the construction assessment provides a worst-case scenario for potential impacts on the highway network during decommissioning. The development of a Decommissioning Traffic Management Plan (DTMP) is a commitment in the outline DEMP [**EN0110012/APP/LVS/07.04**]) and will include information on any transport requirements and mitigation measures that may be necessary at decommissioning stage, building on those set out in the oCTMP.

14.7.7 For the operational phase, the assessment has determined the number of trips based on professional judgment and information provided by the Applicant.

14.7.8 The Applicant has provided the following assumptions for maintenance and replacement of principal parts during the operational phase with more detail on the Operational programme of replacement activities set out in Chapter 2 per Chapter 2: The Proposed Development (ES Volume 1) [**EN0110012/APP/LVS/06.01.02**]:

1) It is expected that the operational life of Solar PV Panels is 40 years or more, and that all the Solar PV Panels will be replaced once during the operational phase. The Solar PV Panels are anticipated to be replaced over a maximum 12 to 24 month period;
2) It is expected that the BESS cells could be replaced up to five times during the operational phase, inclusive of complete BESS Battery Container replacement up to three times;
3) Accesses to the Solar PV Sites defined for construction would be used. If any abnormal loads are required for the replacement of equipment, consultation will be carried out and approvals will be sought from the relevant local planning and highways authorities;
4) Components such as Solar PV Mounting Structures, cabling and the Substation and BESS Compound buildings are not anticipated to be replaced during the operational phase. No intrusive ground works are anticipated to replace Solar PV Panels or BESS;
5) It is anticipated that the Proposed Development replacement phase could create 188 Full Time Equivalent employees, with a peak month requiring up to 541 construction workers on-site during the replacement activities; and

6) Transformers are assumed to have a design life of 30 years, transformers may require replacement once during the lifetime of the Proposed Development although replacement will only be carried out if required for performance or health and safety reasons.

14.7.9 The expected programme for battery and panel replacements will therefore be less intensive and occur on a site-by-site basis, and therefore the number of vehicle trips will be lower than during the construction phase, and relevant measures to manage replacement traffic are detailed in the oOEMP [**EN0110012/APP/LVS/07.03**]. A high-level replacement programme is set out in Chapter 2: The Proposed Development (ES Volume 1) [**EN0110012/APP/LVS/06.01.02**].

14.7.10 It is expected that the majority of traffic accessing the Solar Development Sites will fall into the 'normal' sized category (i.e. transit vans and HGVs). However, there will be some abnormal load deliveries during construction. If abnormal loads are required to access the site, the necessary permit will be sought from the Highway Authority.

14.7.11 On roads with low baseline traffic flows, a marginal increase in traffic may result in values higher than the thresholds 10% and 30% (as detailed further in Paragraph 14.10.39) for further assessment outlined in the IEMA Guidelines. However, as noted in the IEMA Guidelines, it is essential to evaluate any overall traffic increase in the context of the road's capacity.

14.7.12 The impact of the Proposed Development on the PRoW network has been addressed in the Socioeconomics assessment (see Chapter 13: Socioeconomics (ES Volume 1) [**EN0110012/APP/LVS/06.01.13**]).

14.7.13 Notwithstanding the limitations and assumptions referenced, it is considered that the methodology used and the identification of effects from the Proposed Development in this chapter are robust.

14.8 Baseline conditions

14.8.1 This section provides a description of existing conditions in the Study Area with a specific focus on Transport and Access. The Proposed Development comprises of seven Solar Development Sites and the Cable Route Corridor as described in ES Chapter 2: The Proposed Development (ES Volume 1) [**EN0110012/APP/06.01.02**].

14.8.2 The baseline data comprises of traffic survey information collected within the Study Area, from Automatic Traffic Counts (ATC) data and traffic counts on the SRN from the DfT (Ref 16).

14.8.3 An overview of the highway network within the vicinity of each Solar Development Site and Cable Route Corridor is provided below.

Existing baseline conditions

Highway Network

14.8.4 The Proposed Development is located in a rural area, with the seven Solar Development Sites located between Monk Fryston, Hambleton and Escrick.

14.8.5 The surrounding Strategic Road Network (SRN) is comprised of the A1(M), the A63 and A64 in the west of the Study Area, the A19 in the east of the Study Area, the A64 to the north and the M62 to the south of the Proposed Development. Whilst the SRN is busy, the local highway network consists of mostly quiet rural roads. An overview of the local highway network serving the Proposed Development is provided below.

Solar Development Sites

Solar Development Site 1: Escrick

14.8.6 The local transport network consists of Wheldrake Lane which is located along the north of the site and Skipworth Road located along the west side of the site. There is an existing, unnamed track that runs through the centre of the site and provides access to Mount Pleasant Farm and joins onto Wheldrake Lane and Skipworth Road. It should be noted that there are several weight restrictions on roads through Escrick, including along parts of Skipworth Road and Wheldrake Road, which are considered in the site access plans.

Solar Development Sites 2 and 3: Monk Fryston

14.8.7 The local transport network consists of Fryston Common Lane which routes through the north of Solar Development Site 2. The A63 runs parallel to the southern boundary of Solar Development Site 2 with an unnamed road running north-south through the centre of the site connecting the A63 and Fryston Common Lane. The A63 provides connection between the A1(M) and Selby.

14.8.8 Hillam Common Lane runs along the northern perimeter of Solar Development Site 3 with Woodlands Lane running along the south.

Solar Development Site 4: Birkin and Chapel Haddlesey

14.8.9 The local transport network for Solar Development Site 4 consists of Roe Lane and Haddlesey Road which are located in the western and southern areas of the Site respectively.

Solar Development Sites 6, 7 and 8: South Milford

14.8.10 Solar Development Sites 6 and 7 are accessible from Common Lane which is accessed off the A162. Site 8 is located north of the railway corridor and the area is currently accessed along the eastern boundary via the level crossing on Philip Lane.

Cable Route Corridor

CRC 1-4 – from Solar Development Site 1 to Solar Development Site 4

14.8.11 The local transport network for CRC 1-4 consists of Wheldrake Lane which is located along the northern boundary of Solar Development Site 1, and Skipwith Road located along the western boundary of Solar Development Site 1. From Skipwith Road, the Cable Route crosses King Rudding Lane and the A19 southwest of Site 1, the A63 and other small roads for approximately 18.5 km.

CRC 2-4 – from Solar Development Site 2 to Solar Development Site 4

14.8.12 This corridor is approximately 1.4 km in length and crosses over the A63 and Hillam Common Lane.

CRC 2-6 – from Solar Development Site 2 to Solar Development Site 6

14.8.13 The local transport network for CRC 2-6 consists of the A63 on the southern border of Solar Development Site 2, and the cable route corridor crosses over Fryston Common Lane, connecting to Solar Development Site 6.

CRC 3-4 and 3-4a – from Solar Development Site 3 to Solar Development Site 4

14.8.14 The corridor for CRC 3-4 is approximately 438 m in length and runs through a single agricultural field with no nearby roads. CRC 3-4a is approximately 826m in length and crosses Stocking Lane.

CRC 6-7 – from Solar Development Site 6 to Solar Development Site 7

14.8.15 The corridor is approximately 148 m in length and crosses over The Old Stables, National Rail lines and Common Lane which provides access to Solar Development Site Sites 6 and 7

CRC 2-8 – from Solar Development Site 2 to Solar Development Site 8

14.8.16 The corridor is approximately 1.4 km in length and crosses over the Leeds to Selby Line (HUL3) railway line to connect Solar Development Site 2 to Solar Development Site 8. The local transport network for CRC 2-8 consists of Common Lane which runs parallel to CRC 2-8 and the A63, to the south of CRC 2-8 running east-west, along the southern boundary of Solar Development Site 2.

CRC 4-POC – from Monk Fryston Substation to Solar Development Site 4

14.8.17 The corridor is approximately 4.9 km in length and crosses over the A162, National Rail lines, Hillam Lane, Fairfield Lane and Roe Lane.

Traffic Flows

14.8.18 In order to establish the baseline traffic flows for the Study Area, ATC Surveys have been undertaken for roads within the Study Area. The extent of traffic surveys is illustrated in Figure 14.5: Traffic Survey Locations (ES Volume 2) [**EN0110012/APP/LVS/06.02.14.05**].

14.8.19 The surveys were undertaken between the 28 January 2025 and the 3 February 2025, followed by a second round of surveys undertaken between 1 July to 7 July 2025.

14.8.20 Publicly available traffic count data from the Department for Transport has also been gathered to supplement the traffic survey information. The locations of the four DfT traffic count locations are also shown in Figure 14.5: Traffic Survey Locations (ES Volume 2) [**EN0110012/APP/LVS/06.02.14.05**].

14.8.21 The estimated 2025 Annual Average Daily Traffic (AADT) counts are shown in Table 14-14.The link column refers to the location as labelled in Figure 14.5.

Table 14-14 Baseline Traffic Flows (2025) - AADT

Link	Road	Total Vehicles	HGV	%HGV
1	Hirst Road	773	29	4%
2	Fox Lane	119	4	3%
3	Fryston Common Lane	68	3	4%
4	Austfield Lane	806	28	3%
5	Hilliam Common Lane	999	37	4%
6	Roe Lane	547	21	4%
7	Haddlesey Road	345	9	~~14~~3%
8	Birkin Road	500	24	5%
9	Skipwith Road	2,009	56	3%
10	Main Street	260	4	2%
11	Wheldrake Lane (S)	1,471	56	4%
12	Carr Lane	1,486	41	3%
13	Wheldrake Lane	2,297	92	4%
14	A19, Escrick	18,493	706	4%
15	Phillip Lane	28	5	18%
16	Common Lane, Hambleton	48	5	9%
17	Ingthorne Lane	45	1	3%

Link	Road	Total Vehicles	HGV	%HGV
18	Common Lane	283	17	6%
19	Main Road	931	34	4%
20	New Lennerton Lane	1,638	113	7%
21	Bishopdyke Lane	5,823	201	3%
22	A162, South Milford	13,035	1125	9%
23	Mill Hill Road / Skipworth Road	2479	98	4%
24	King Rudding Lane	381	27	7%
25	A19 Riccall	19,491	827	4%
26	Wistow Road	2729	47	2%
27	B1223 / Millgate Service Station	6,729	161	2%
28	Dam Lane	3,115	67	2%
29	Leeds Road	6656	230	3%
30	A63, Hambleton	11,432	558	5%
31	Field Lane	472	9	2%
32	St Mary's Approach	709	16	2%
33	Selby Road / A63 Monk Fryston	9,685	385	4%
34	Fairfield Lane	23	2	9%
35	Betteras Hill Road	116	6	6%
36	Main Street	8,260	394	5%
37	Hillam Road / Hillam Lane	993	20	2%
38	Rawfield Lane	457	15	3%
39	Birkin Lane	579	14	2%

14.8.22 The DfT data was collected in 2023 and has therefore been uplifted using TEMPro to 2025 to be comparable with the traffic survey data collected in 2025. The TEMPro growth factor and DfT data is shown in Table 14-15. The DfT flows and the label on Figure 14.5: Traffic Survey Locations (ES Volume 2) [**EN0110012/APP/LVS/06.02.14.05**] is shown in Table 14-16.

14.8.23 Gateforth New Road, which provides access to the Cable Route Corridor, could be used to provide access to Solar Development Sites 3 and 4. In particular, use of this route as an alternative approach to Solar Development Site 4 could reduce construction traffic using the route via West Haddlesey. The West Haddlesey route would, however, be retained as the most suitable route to the southern Solar Development Site 4 access. Collection of additional traffic survey data to review the assignment of construction traffic has been affected by temporary roadworks. It has therefore been agreed with NYC that an older DfT traffic count can be used for this purpose, and this has been incorporated into the relevant

tables below. The latest available data is from a manual count in 2018, and therefore a larger TEMPro growth factor has been applied to this data.

Table 14-15 TEMPro Growth Factor (~~2023-2025~~DfT Counts)

Year	Growth Factor
2023-2025	**1.02065**
2018-2025	**1.0496**

Table 14-16 SRN Baseline traffic Flows (2025) - AADT

Link	Location	Total Vehicles	HGV	%HGV
DfT1	A63	19,882	3,406	17%
DfT2	A19 (North)	10,388	100	1%
DfT3	A19 (South)	9,902	949	10%
DfT4	A1(M)	50,285	9,227	18%
DfT5	Gateforth New Road	804	23	3%

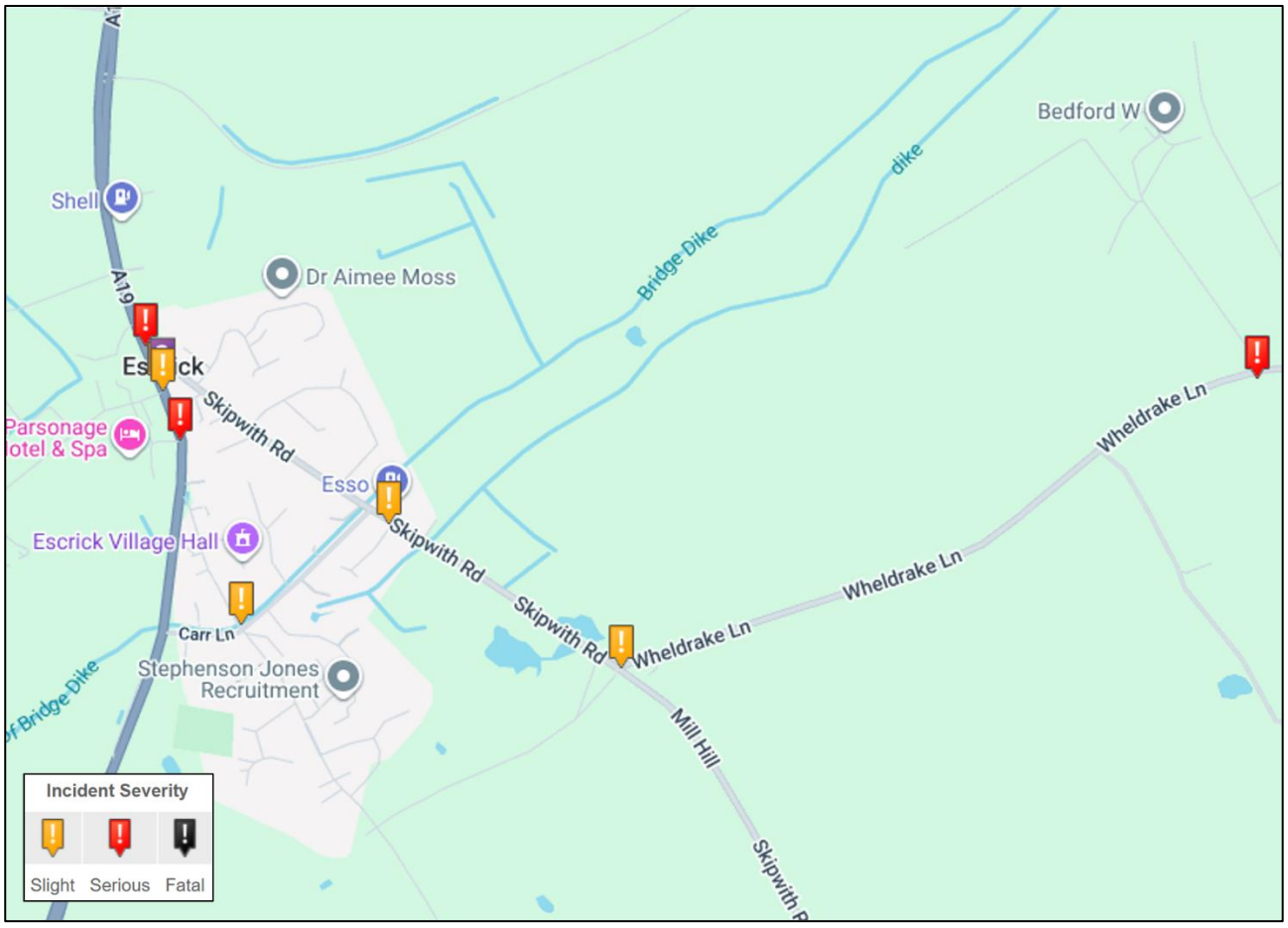
~~14.8.23~~14.8.24 The traffic flows in Table 14-14 show that these roads already have an element of HGV usage, most especially on the A roads ~~and Haddlesey Road where HGV composition exceeds 10% of traffic~~.

Accidents and Safety

~~14.8.24~~14.8.25 Accident data, taken from Crashmap has been reviewed for the years 2019-2024.

~~14.8.25~~14.8.26 As shown in Plate 14-1, three serious and four slight collisions have occurred on the road network surrounding Solar Development Site 1. No fatal collisions have been recorded over the past five years within the vicinity of Solar Development Site 1. Three of the accidents are located within the vicinity of the A19 junction with Skipworth Road. The serious accident to the north of the junction involved a single motorcycle. The accident report notes that it is unknown why the vehicle crashed (no carriageway hazards reported). The accident to the south of the junction involved two vehicles, one of which was turning right and struck a wall. There is no evidence from the reports of any common causation factors and therefore no apparent road safety concerns within the Study Area.

Plate 14-1 Crashmap data for the area surrounding Site 1 (Escrick)



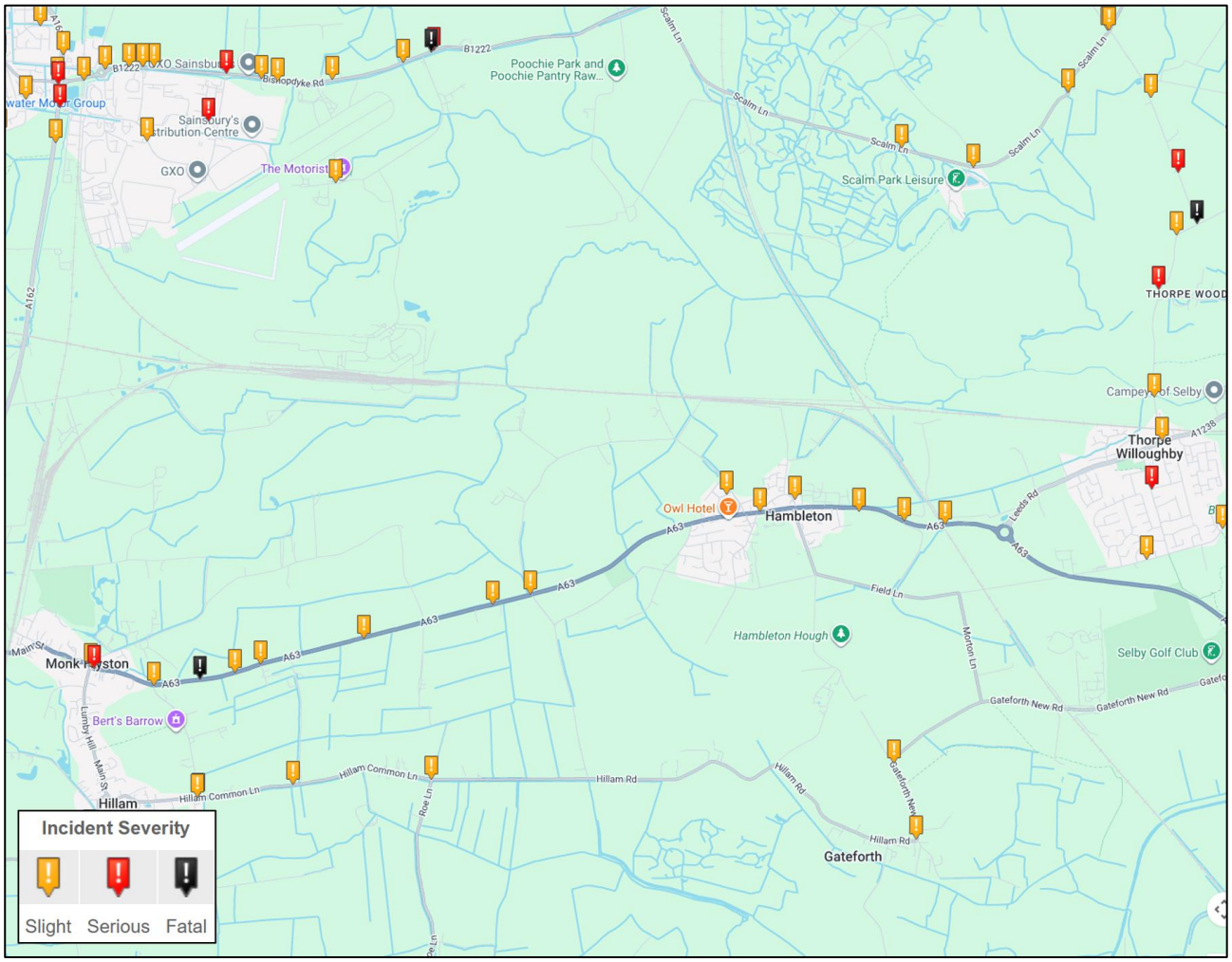
~~14.8.26~~14.8.27 As shown in Plate 14-2, several slight accidents and nine serious accidents have been recorded within the Study Area near Solar Development Sites 2, 7 and 8.

~~14.8.27~~14.8.28 Over the past five years, three fatal accidents have occurred within the Study Area:

1) B1222 Bishopdyke Road – the collision occurred in December 2021 at 11pm, and involved a collision between a van/goods vehicle and a car;
2) Dam Lane- in June 2020 there was a fatal accident involving one vehicle (a motorcycle); and
3) A63 - This collision near Monk Fyrston occurred in September 2023 and involved a head-on collision between a car and a bus/coach. There is no evidence to suggest that the road layout contributed to the collision.

~~14.8.28~~14.8.29 The collisions are dispersed across the network, with no evidence of accident clustering that would indicate a particular road safety concern.

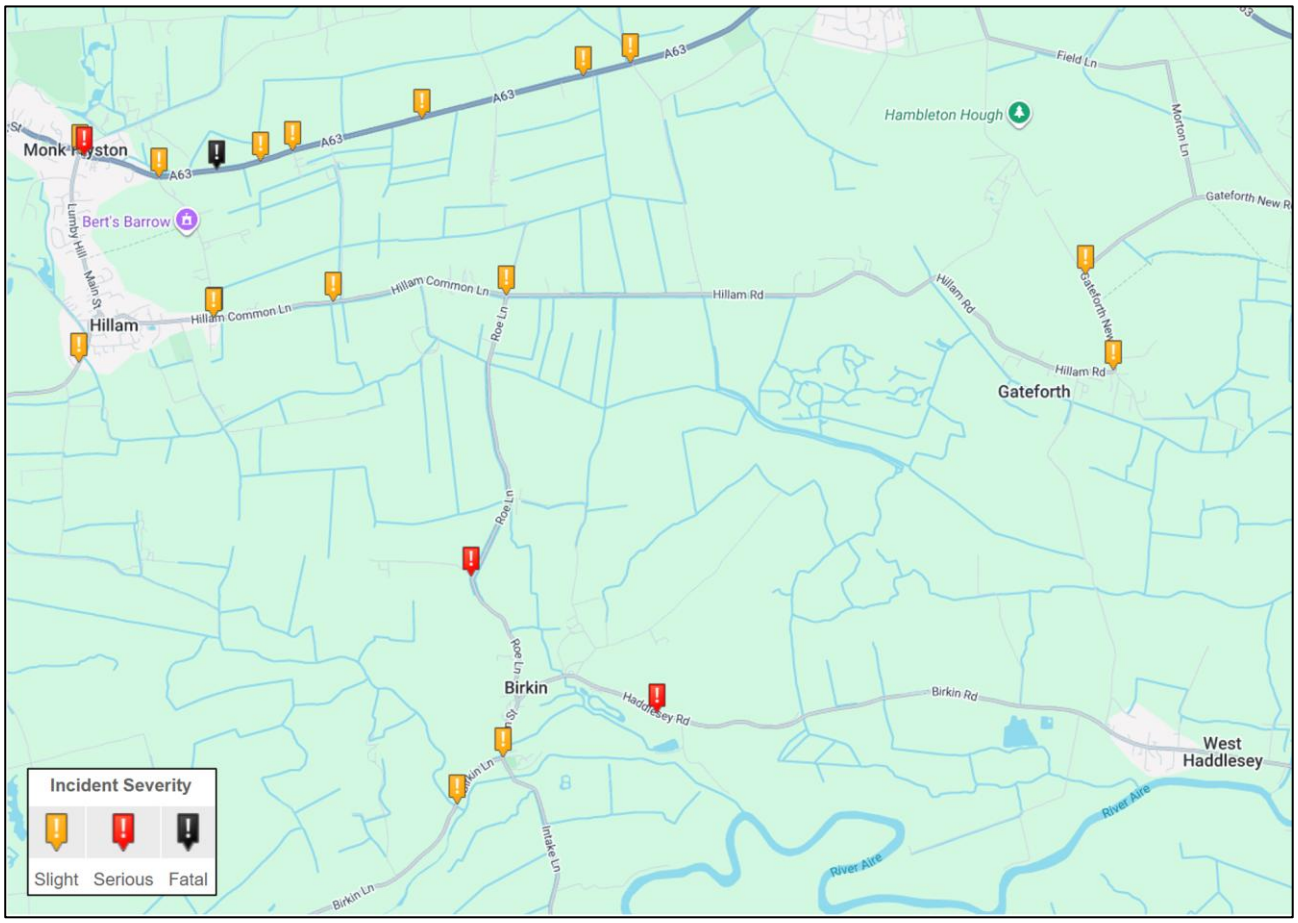
Plate 14-2 Crashmap data for the area surrounding Sites 2, 7 and 8 (Monk Fyrston and Hambleton)



~~14.8.29~~14.8.30 As shown in Plate 14-3, three serious and fourteen slight accidents have occurred on the road network near Solar Development Sites 3 and 4.

~~14.8.30~~14.8.31 The accident locations are dispersed, suggesting that there is no evidence of accident clustering and therefore no significant road safety concerns within the Study Area.

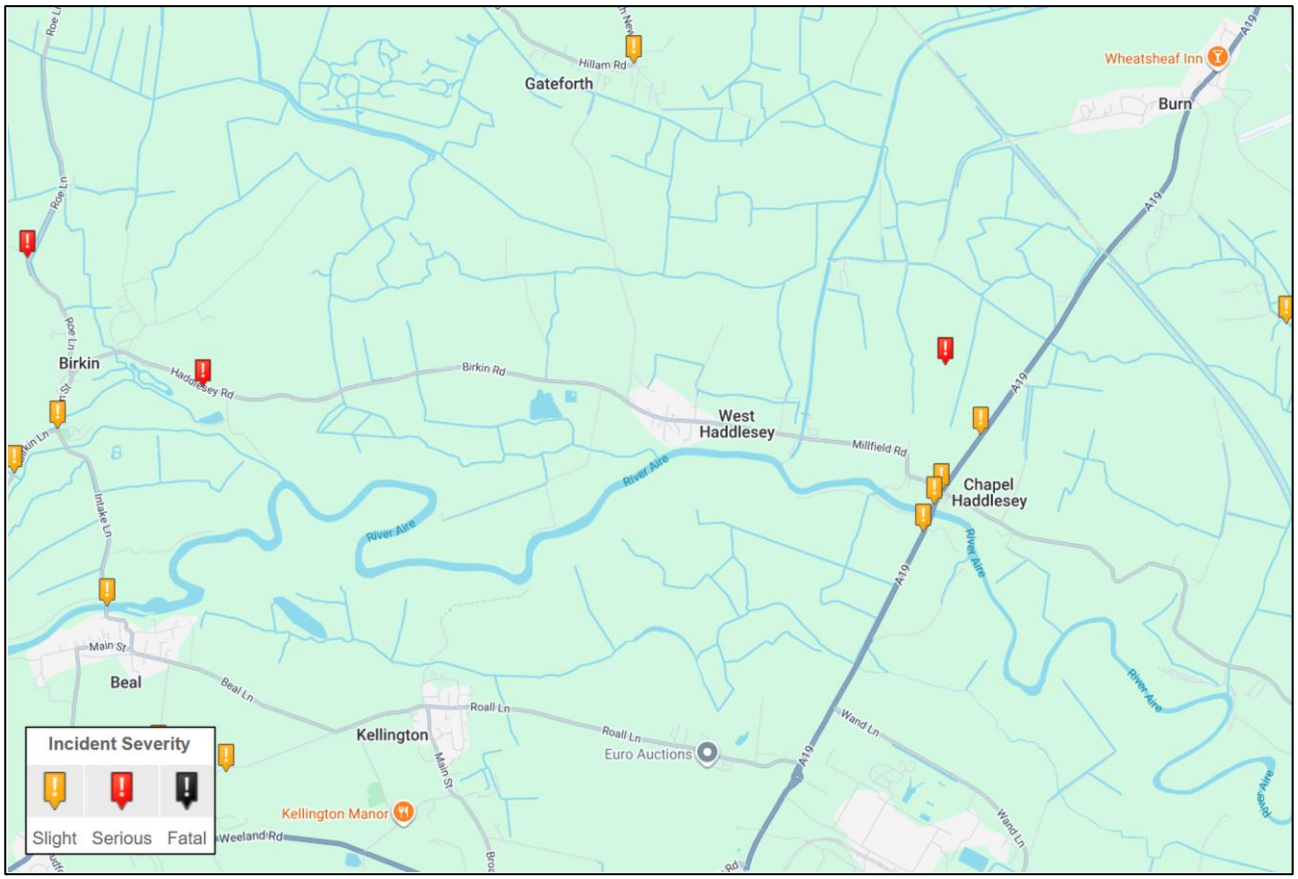
Plate 14-3 Crashmap data for the area surrounding Sites 3 and 4 (Monk Fryston, Hillam, Birkin)



~~14.8.31~~14.8.32 As shown in Plate 14-4, a total of three serious and eight slight accidents have occurred over the past five years along the road network near Solar Development Site 4. No fatal accidents have been recorded over the past five years within the vicinity of Solar Development Site 4.

~~14.8.32~~14.8.33 No evidence of accident clustering has been identified, suggesting that there are no significant road safety concerns within the Study Area.

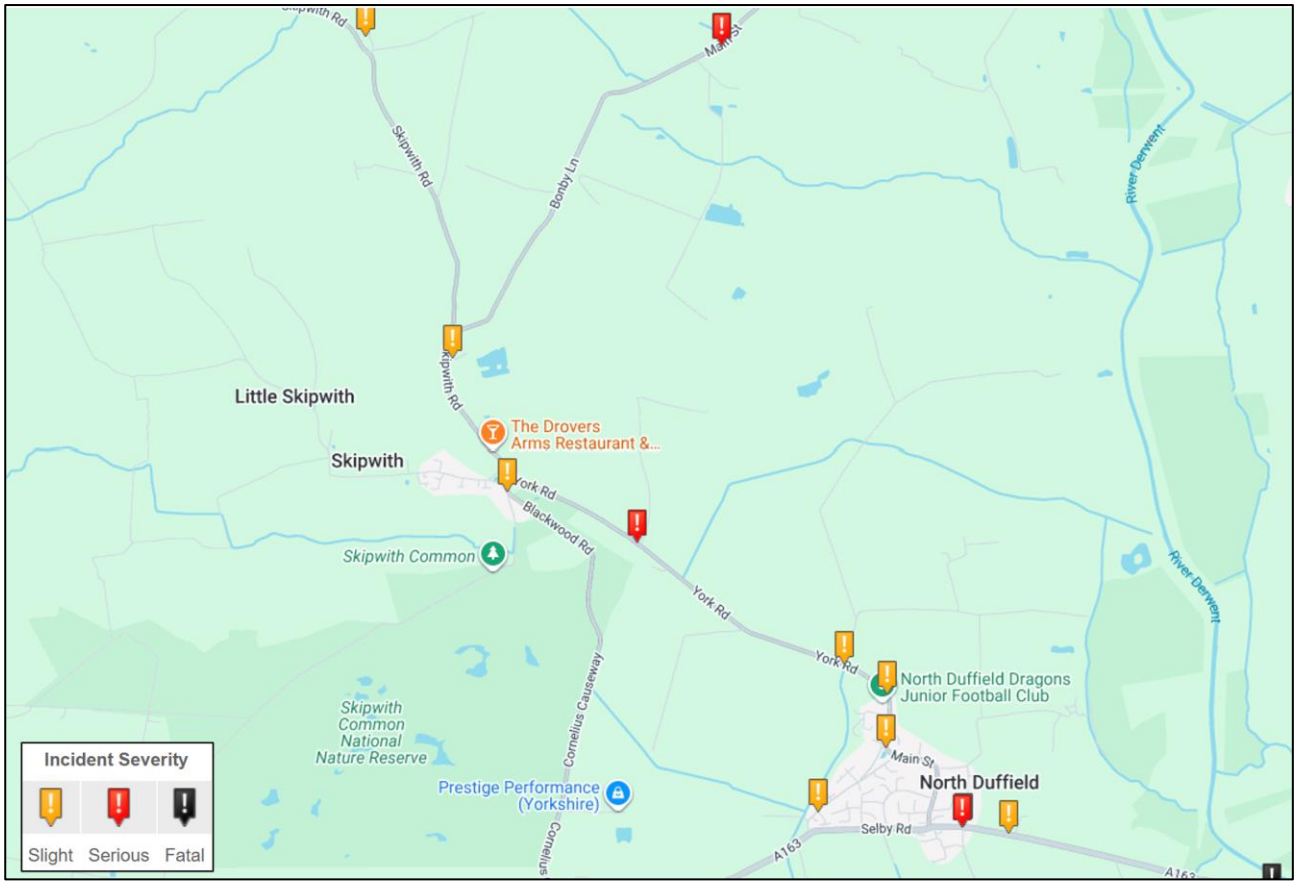
Plate 14-4 Crashmap data for the area surrounding Sites 4 (Chapel Haddlesey and Birkin)



~~14.8.33~~14.8.34 Plate 14-5 shows that there are a total of eleven incidents recorded on the roads in proximity to CRC 1-4 in Skipwith over the past five years. Three serious and eight slight incidents have occurred. No fatal accidents have been recorded over the past five years within the vicinity of CRC 1-4 (Skipwith).

~~14.8.34~~14.8.35 No evidence of accident clustering has been identified within this area, suggesting that there are no significant road safety concerns within the Study Area

Plate 14-5 Collisions surrounding CRC 1-4 (Skipwith)

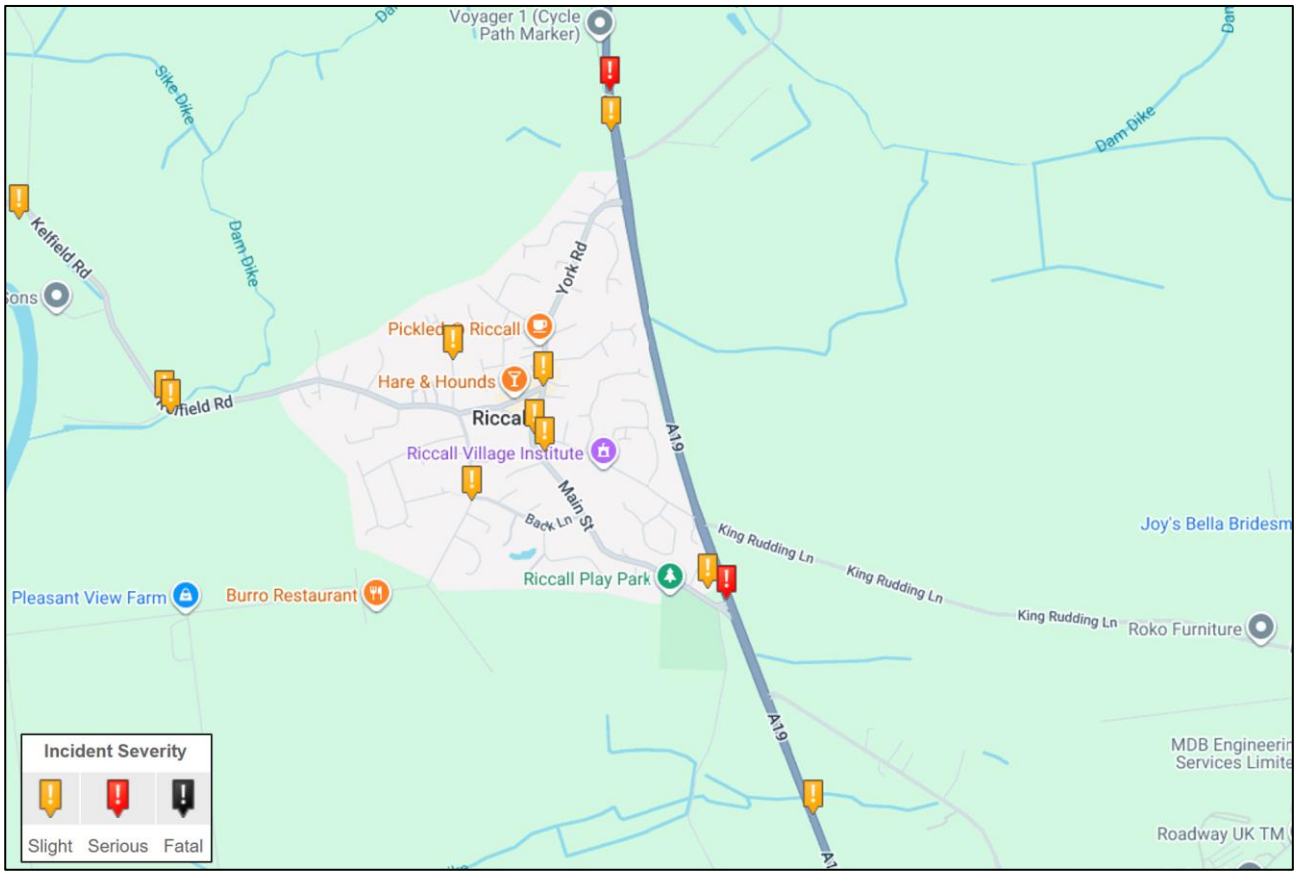


~~14.8.35~~14.8.36 As shown in Plate 14-6, two serious and eleven slight accidents have occurred within the five-year period on the road network near CRC 1-4 (Riccall).

~~14.8.36~~14.8.37 Three of the slight accidents are located within the vicinity of Main Street, however the incidents are dispersed along the road.

~~14.8.37~~14.8.38 Through the consultation with NYC highways, it was noted that there have been concerns about the A19 junction at Riccall, with the project made aware of a fatality at the junction in 2025 which is not shown within the data (which features full years only, up to 2024). NYC advised that there are currently no proposals to alter the highway layout.

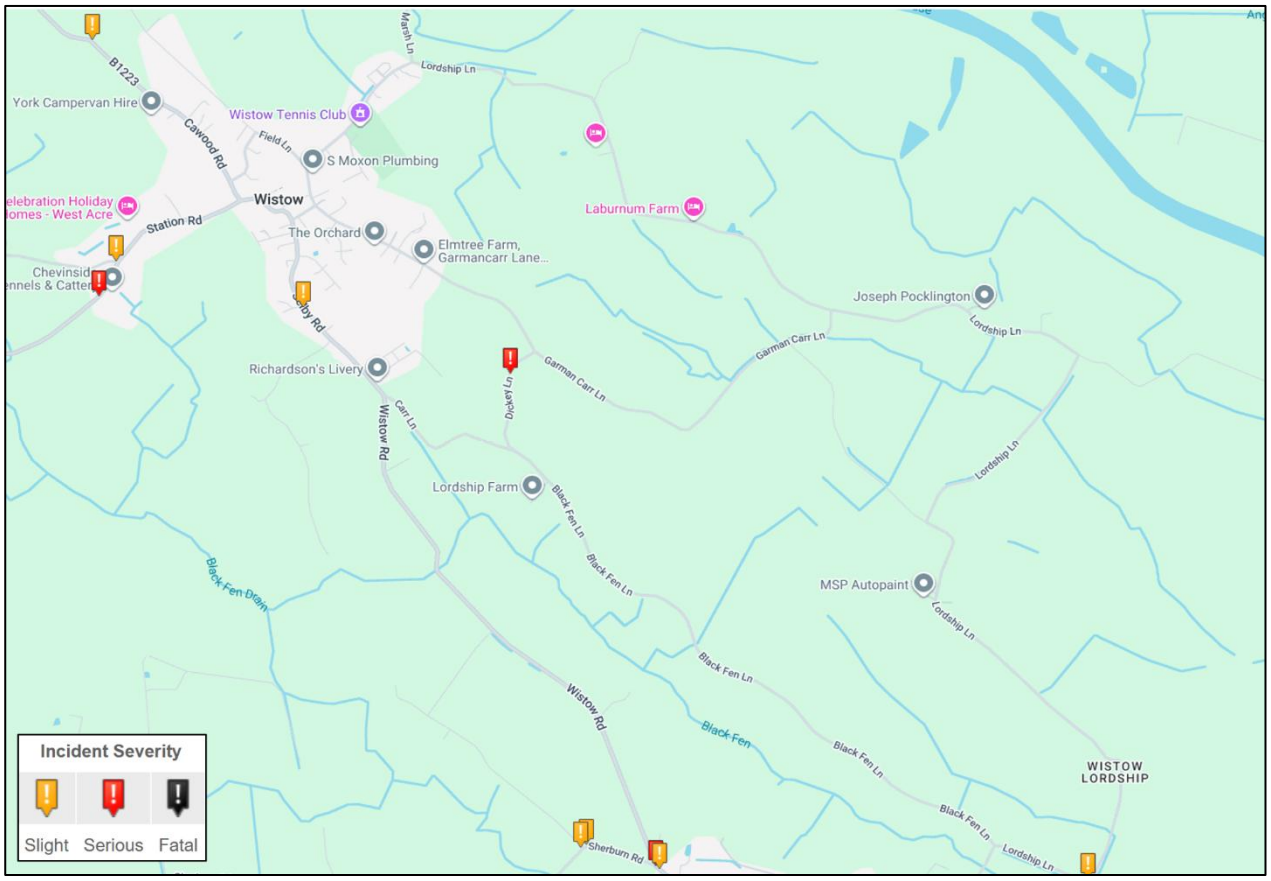
Plate 14-6 Collisions surrounding CRC 1-4 (Riccall)



~~14.8.38~~14.8.39 As shown in Plate 14-7, three serious and seven slight collisions have occurred on the road network in the vicinity to CRC 1-4 in Wistow. No fatal accidents have been recorded over the five-year period in proximity to the site.

~~14.8.39~~14.8.40 The collisions are dispersed across the network, with no evidence to support collision clustering within the Study Area that would suggest a road safety concern.

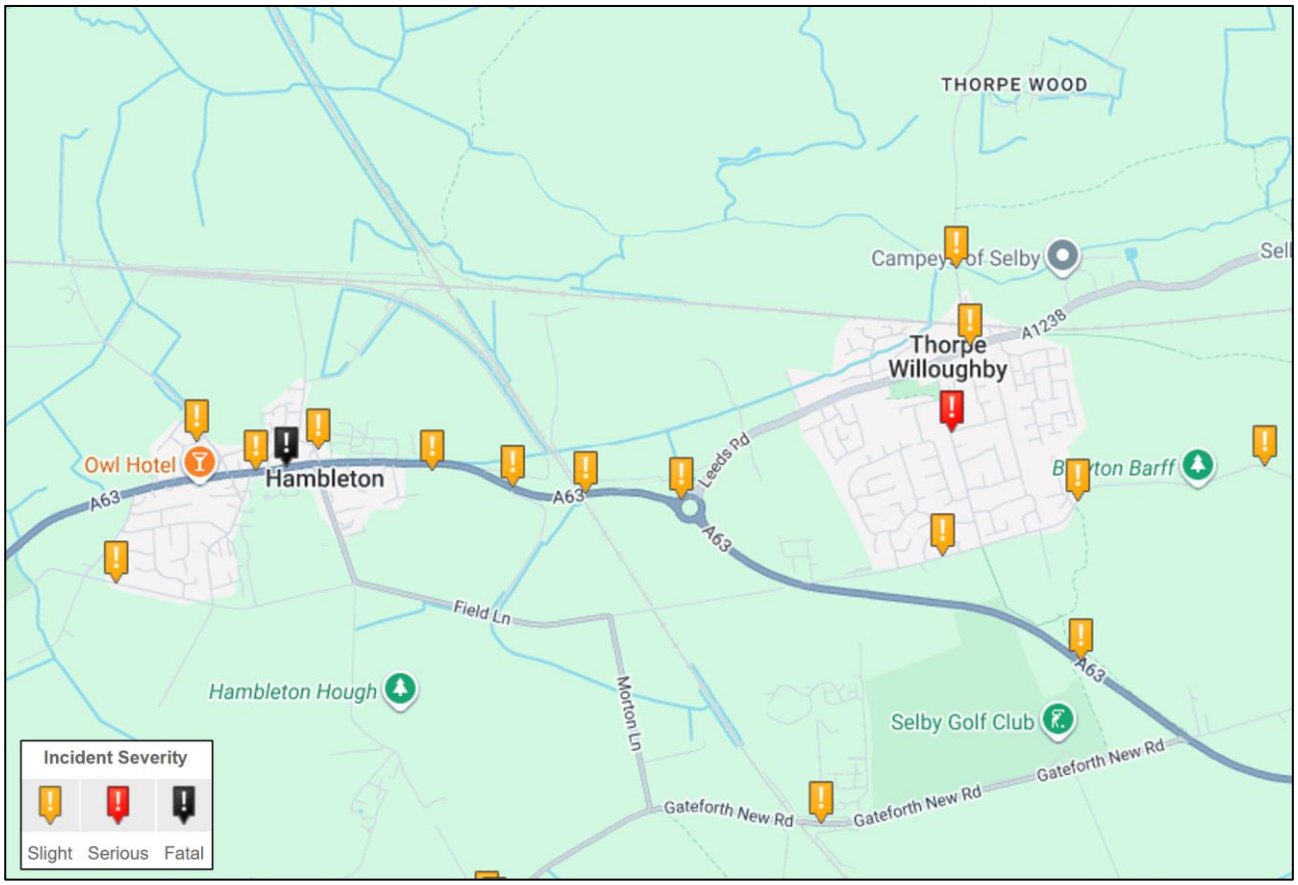
Plate 14-7 Collisions surrounding CRC 1-4 (Wistow)



~~14.8.40~~14.8.41 As shown in Plate 14-8, fifteen slight, one serious and one fatal collision have occurred on the road network in proximity to CRC 1-4 within this area. Seven of the incidents are located on the A63 Main Road. The fatal accident within Hambleton occurred between 3pm-6pm August 2024 and involved a single vehicle and a pedestrian casualty.

~~14.8.41~~14.8.42 The remaining six collisions were slight in nature and are spread along the A63, with no evidence of collision clustering; therefore, there is no indication of road safety concern within this area.

Plate 14-8 Collisions surrounding CRC 1-4 (Hambleton and Thorpe Willoughby)

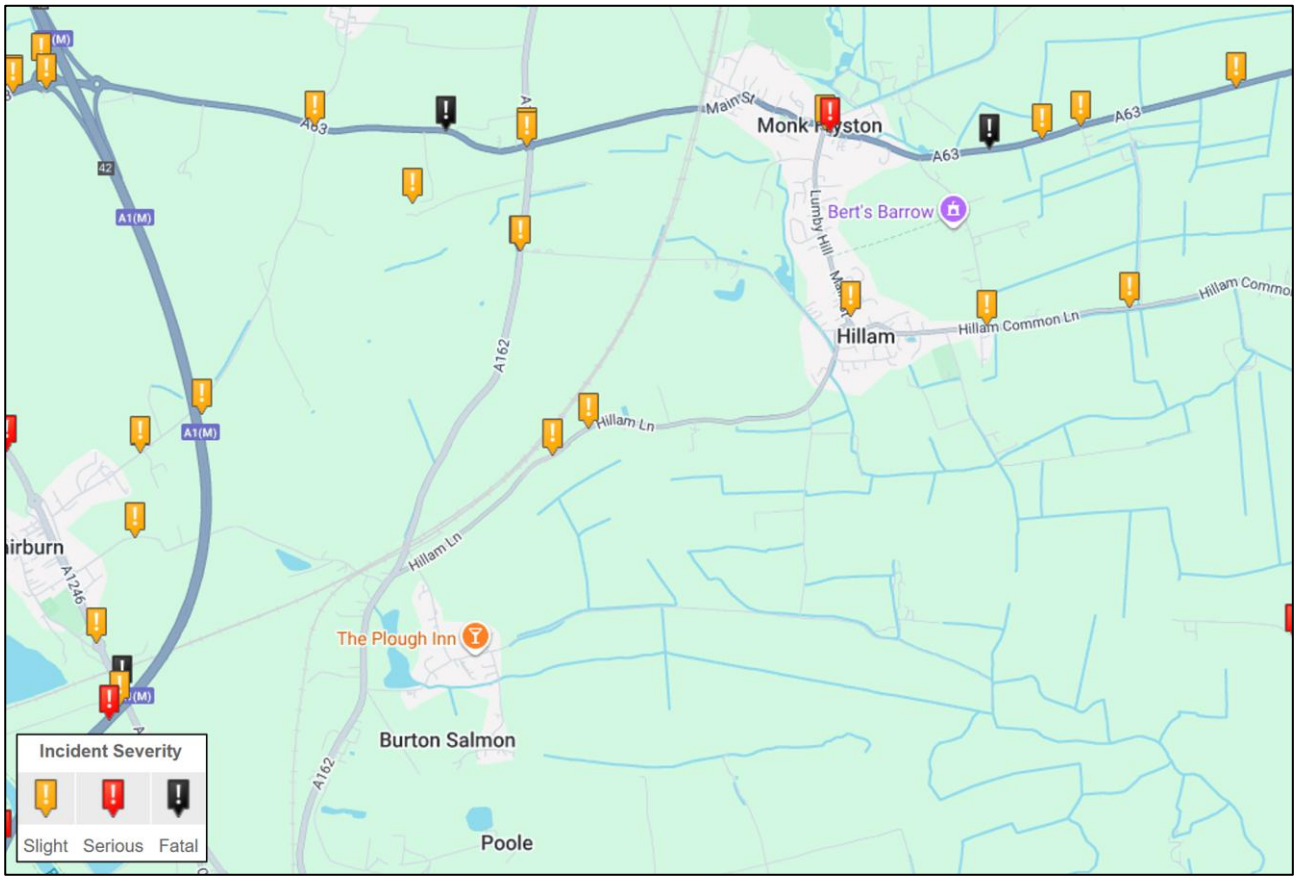


~~14.8.42~~14.8.43 As shown in Plate 14-9, several slight accidents, three serious accidents have been recorded within the Study Area within close proximity to CRC 4-POC. Over the past five years three fatal accidents have occurred within the Study Area:

1) A63 – the collision occurred in March 2024 between 3pm-6pm and involved a collision between two vehicles.
2) A1 (M) - in August 2022 there was a collision involving one vehicle, resulting in a single fatality.
3) A63 – east of Monk Fryston collision has been detailed alongside the incidents surrounding Site 3 and 4.

~~14.8.43~~14.8.44 The collisions are dispersed across the network, with no evidence of accident clustering. Therefore, there is no particular road safety concern within the Study Area.

Plate 14-9 Collisions surrounding CRC 4-POC (Monk Fryston Substation and Hillam)



Existing active travel facilities

~~14.8.44~~14.8.45 PRoW run through the Study Area (PRoW herein are defined as National Trails, National Cycle Network Routes and PRoW as per the Definitive Map and known to NYC).

~~14.8.45~~14.8.46 Both National Cycle Networks and PRoWs can be seen in Figure 14.3 Walking and Cycling Routes (ES Volume 2) [**EN0110012/APP/LVS/06.02.14.03**].

~~14.8.46~~14.8.47 Table 14-17 identifies the PRoW that travel through the Solar Development Sites and the Cable Route Corridor.

Table 14-17 Public Rights of Way (PRoW) and other recreational routes

Route ID	Route	Relationship to Proposed Development	Description of current use and quality
Bridleway 35.67/6/1	Bridleway running through Solar Development Site 1 from Pallion Dike to Common Farm	Bridleway will be directly impacted by a SDS.	Edge of field, recreational

Route ID	Route	Relationship to Proposed Development	Description of current use and quality
Bridleway 35.28/1/1	Bridleway running through Solar Development Site 1 from Wheldrake Lake to Pallion dike	Bridleway will be directly impacted by a SDS.	Edge of field, commuting, paved
Footpath 35.28/3/1	Footpath running through Solar Development Site 1 from Skipwith Road to Low Cover Wood	Footpath will be directly impacted by a SDS.	Edge of field, commuting, paved
Footpath 35.10/7/1	Footpath running through Solar Development Site 4 from Roe Lane to Hillam Common Lane	Footpath will be directly impacted by a SDS.	Edge of Field, Commuting
Footpath 35.10/2/1	Footpath running through Solar Development Site 4 from Woodhouse Farm to Gateforth Wood	Footpath will be directly impacted by a SDS.	Edge of Field, Recreational
Footpath 35.10/3/1	Footpath running through Solar Development Site 4 from Birkin Road to River Aire	Footpath will be directly impacted by a SDS.	Through field, recreational
Footpath 35.59/5/1	Footpath running through Solar Development Site 6 from Common Lane to Industrial site	Footpath will be directly impacted by a SDS.	Edge of field, recreational
Footpath 35.59/6/1	Footpath running through Solar Development Site 6 along Turpin Lane	Footpath will be directly impacted by a SDS.	Lane, paved, commuting
Footpath 35.32/2/1	Footpath running through Solar Development Site 8 along Philip Lane	Footpath will be directly impacted by a SDS.	Through field, recreational, semi-paved
Footpath 35.59/4/1	Footpath running through Solar Development Site 8 from Philip Lane along Hobholme Dike	Footpath will be directly impacted by a SDS.	Edge of field and riverbank, recreational

Route ID	Route	Relationship to Proposed Development	Description of current use and quality
35.57/21/2	Footpath running through Solar Development Site 8 from Philip Lane connecting to PRoW that leads to New Lennerton Lane	Footpath will be directly impacted by a SDS.	Connects Rest Park Farm, so paved, commuting
Footpath 35.15/1/1	Footpath running through middle of CRC 2-8 from Rawfield Lane to the A162	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Edge of Field, recreational
Footpath 35.10/1/2	Footpath running through middle of CRC 2-8 from Burton Common Lane to Fairfield Lane	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Edge of Field, recreational
Footpath 35.37/4/1	Footpath running through middle of CRC 2-8, along Fairfield Lane	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Edge of Field, recreational
Footpath 35.10/9/1	Footpath running through middle of CRC 2-8, alongside Stocking Lane	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Alongside a major pathway, recreational but could be used for commuting
Footpath 35.30/1/1	Footpath running through the bottom left of CRC 1-4 from Hillam road to Footpath 35.32/6/1	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Edge of field, recreational
Footpath 35.56/13/2	Footpath running through middle of CRC 1-4 from Sherburn Road to a small cluster of houses	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Edge of field, recreational
Footpath 35.56/12/1	Footpath running through the middle of CRC 1-4 from Sherburn Road through the Black Fen Drain	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Edge of field, recreational. Potential commuting use.
Footpath 35.53/2/3	Footpath running through the middle of	Footpath will be indirectly impacted by	Riverside path, recreational

Route ID	Route	Relationship to Proposed Development	Description of current use and quality
	CRC 1-4 from Angram Lane to Landing Lane	potential disruption from cable route corridor construction.	
Footpath 35.53/2/2	Footpath running through the middle of CRC 1-4 from Angram Lane to Landing Lane	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Paved, commuting
Footpath 35.53/15/1	Footpath running through the middle of CRC 1-4 from Footpath 35.53/2/3 to Landing Lane	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Paved, commuting
Footpath 35.53/18/1	Footpath running through the middle of CRC 1-4 connecting 2 fields through Marsh Dike	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Edge of field, recreational
Footpath 35.53/17/1	Footpath running through the middle of CRC 1-4 from Landing Lane across Marsh Dike	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Edge of field, recreational
Footpath 35.53/12/1	Footpath running through the middle of CRC 1-4 from Main Street to Checker Lane	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Recreational, public space
Bridleway 35.53/14/1	Bridleway running through the middle of CRC 1-4 from the A19 to King Rudding Lane	Bridleway will be indirectly impacted by potential disruption from cable route corridor construction.	Edge of Field, recreational
Footpath 35.53/19/1	Footpath running through the middle of CRC 1-4 from the A19 through to further footpaths that connect with Westfield	Footpath will be indirectly impacted by potential disruption from cable route corridor construction.	Edge of field, recreational, forested
Sustrans National Cycle Route 65	National cycle network running directly through CRC 1-4	National Cycle network will be directly impacted through construction of cable route corridor.	National cycle route, recreational

Existing Public Transport Facilities

~~14.8.47~~14.8.48 Figure 14.2 Bus and Rail Stations (ES Volume 2) [**EN0110012/APP/LVS/06.02.14.02**] displays all the Solar Development Sites and the public transport facilities within the vicinity. However, a description of the key public transport facilities near each Solar Development Site and Cable Route Corridor is described below.

Solar Development Site

Solar Development Site 1

~~14.8.48~~14.8.49 The closest bus stops are the Church Cottage bus stops which are located on the A19, around 100 m north of the junction connecting the A19 to Escrick via Skipwith Road. The 415 bus stops at Church Cottage, taking passengers between York and Selby, running every 15 minutes.

Solar Development Site 2

~~14.8.49~~14.8.50 The closest bus stops to Site 2 are at Green Lane, located on the A63 directly south of the site boundary and approximately 1 km east of Monk Fryson village centre. Both the number 64 and 164 can be accessed at this stop. The Number 64 bus operates every two hours, taking passengers between Selby and Sherburn. The 164 runs from Selby to Leeds, with two buses operating each hour.

~~14.8.50~~14.8.51 Site 2 lies in close proximity to two railway stations: Church Fenton and Sherburn-in-Elmet, 2.7 km and 3.5 km northwest Site 2 respectively. Northern trains operate hourly services between Leeds and York, stopping at both stations.

Solar Development Site 3

~~14.8.51~~14.8.52 The closest bus stop to Site 3 is the Cross Keys bus stop, which is located on Main Street in Hillam, approximately 850 m south of the A63 at Monk Fryston. Both the number 193 and the 496 buses stop here. The number 493 bus runs between Pontefract and Sherburn providing a service every two hours. The 496 provides two services an hour, connecting Wakefield to Upton.

Solar Development Site 4

~~14.8.52~~14.8.53 The closest bus stop Site 4 is Green Lane, located approximately 1.3 km from the northwestern edge of the site boundary. The bus stop is located on the A63, with both the number 64 and 164 being accessible at this stop. The Number 64 bus operates every two hours, taking passengers between Selby and Sherburn. The 164 runs from Selby to Leeds, with two buses operating each hour.

~~14.8.53~~14.8.54 Located 5 km southwest of Site 4, lies Knottingley Railway Station. Rail services to Leeds run every half hour from this station.

Solar Development Sites 6 and 7

~~14.8.54~~14.8.55 The closest bus stops to Sites 6 and 7 are approximately 1km west in the village of South Milford. The Beech Drive bus stops are located 400 m north of the A162 which provides access to the A63 at Monk Fryston Roundabout. The 64 and 164 Arriva bus services, that provide connections between Leeds and Selby, operate from these bus stops. The closest railway station to both sites is located at South Milford, approximately 1.1 km from Site 7 and 1.5 km from the western boundary of Site 6. This station provides hourly services between Halifax and Hull.

Solar Development Site 8

~~14.8.55~~14.8.56 The closest bus stop to Site 8 is the Hambleton Village Green bus stop located approximately 1 km southeast. This bus stop is located within the village of Hambleton on the A63. It provides access to the 64 and 164 bus routes that run between Leeds and Selby. The closest railway station is South Milford, located approximately 4 km west of Site 8. This station provides hourly services between Halifax and Hull.

Cable Route Corridor

CRC 1-4 – From Solar Development Site 1 to Solar Development Site 4

~~14.8.56~~14.8.57 The nearest bus stop to CRC 1-4 is the Playing Fields bus stop located approximately 200 m north, in the village of Riccall, just off the A19. The stop provides access to the 415 bus route. There are also clusters of bus stops located in Hambelton, Thrope Willoughby, Selby, Riccall and Escrick, located less than 1 km from CRC 1-4.

~~14.8.57~~14.8.58 The closest railway station is Selby Station, located approximately 5 km east of CRC 1-4.

CRC 2-4 - from Solar Development Site 2 to Solar Development Site 4

~~14.8.58~~14.8.59 The closest bus stops to CRC 2-4 are at Bricks Lane Farm End, located on the A63 within the corridor boundary and approximately 1.8 km west of Hambleton village centre. Both the number 64 and 164 can be accessed at this stop.

~~14.8.59~~14.8.60 The nearest Railway station to CRC 2-4 is South Milford Station, located approximately 4 km northwest of Site 2. This station provides hourly services between Hull and Halifax.

CRC 2-6 - from Solar Development Site 2 to Solar Development Site 6

~~14.8.60~~14.8.61 The closest bus stops to CRC 2-6 are the Green Lane stops, located on the A63 within the corridor boundary and approximately 1 km east of Monk Fryston village centre. Both the number 64 and 164 can be accessed at this stop.

~~14.8.61~~14.8.62 The nearest Railway station to CRC 2-6 is South Milford Station, located approximately 3 km northwest of Site 2.

CRC 3-4 and 3-4a – from Solar Development Site 3 to Solar Development Site 4

~~14.8.62~~14.8.63 The nearest bus stop to CRC 3-4 and 3-4a is the Cross Keys bus stop, situated on Main Street in Hillam, around 850 m south of the A63 at Monk Fryston. The number 193 and 496 buses both stop at this location. The number 493 bus operates between Pontefract and Sherburn, offering a service every two hours. The 496 bus runs twice an hour, linking Wakefield to Upton.

~~14.8.63~~14.8.64 The nearest rail station to CRC 3-4 and 3-4a is located 6 km northwest at South Milford Station.

CRC 6-7 – from Solar Development Site 6 to Solar Development Site 7

~~14.8.64~~14.8.65 The closest bus stops to CRC 6-7 are approximately 1 km west in the village of South Milford. The Beech Drive bus stops are located 400 m north of the A162 which provides access to the A63 at Monk Fryston Roundabout. The 64 and 164 bus routes serve these bus stops. The closest railway station is located at South Milford, approximately 1.1 km from CRC 6-7.

CRC 2-8 – from Solar Development Site 2 to Solar Development Site 8

~~14.8.65~~14.8.66 The closest bus stops to CRC 2-8, are the Bricks Lane Farm End stops, located on the A63 within the corridor boundary and approximately 1.8 km west of Hambleton village centre. Both the number 64 and 164 can be accessed at this stop.

~~14.8.66~~14.8.67 The nearest Railway station to CRC 2-8 is South Milford Station, located approximately 3.5 km northwest of Site 2.

CRC 4-POC - from Monk Fryston Substation to Solar Development Site 4

~~14.8.67~~14.8.68 The closest bus stops to CRC 4-POC are the Cricket Ground and Victoria Mill House stops near Burton Salmon just off the A162. The stops located approximately 1 km south of CRC 4-POC. The stops provide access to the 493, 496 and 697 and 164 bus routes.

~~14.8.68~~14.8.69 The closest railway station is South Milford, located approximately 3.5 km north of CRC 4-POC.

Future baseline

~~14.8.69~~14.8.70 There are currently no planned highway works within the Study Area beyond routine maintenance. However, at the meeting with NYC in March 2025 it was advised that design work was underway for improvements to the A63 / A162 Monk Fryston roundabout to provide additional capacity. It is anticipated that these works will be completed by 2028, in time for the commencement of construction. Ongoing consultation with NYC will ensure this timeline is confirmed ahead of the construction phase.

~~14.8.70~~14.8.71 Traffic flows may change as a result of cumulative developments in the area. This is discussed further in Section 14.15. To allow for other general background traffic growth, an industry standard TEMPro growth factor has been applied to the observed traffic flows. As set out in the Transport Assessment, a baseline year of 2029 has been assumed as the peak for construction of the Proposed Development. Mobilisation for the Proposed Development is expected to commence in 2028 so by 2029, construction traffic is forecast to peak.

~~14.8.71~~14.8.72 The TEMPro growth factor for Selby is shown below in Table 14-18

Table 14-18 TEMPro Growth Factor (2025-2029)

Year	Growth Factor
2025-2029	1.03055

~~14.8.72~~14.8.73 The 2029 future baseline traffic flows are shown in Table 14-19.

Table 14-19 Future Baseline (2029) Traffic Flows

Link	Road	Total Vehicles	HGV	%HGV
1	Hirst Road	773	29	4%
2	Fox Lane	119	4	3%
3	Fryston Common Lane	70	3	4%
4	Austfield Lane	831	29	3%
5	Hilliam Common Lane	1,030	39	4%
6	Roe Lane	564	21	4%
7	Haddlesey Road	355	9	~~14~~3%
8	Birkin Road	516	25	5%
9	Skipwith Road	2,070	58	3%
10	Main Street	268	4	2%
11	Wheldrake Lane (S)	1,516	58	4%
12	Carr Lane	1,531	42	3%
13	Wheldrake Lane	2,367	95	4%
14	A19, Escrick	19,058	728	4%

Link	Road	Total Vehicles	HGV	%HGV
15	Phillip Lane, Hambleton	29	5	18%
16	Common Lane, Hambleton	50	5	9%
17	Ingthorne Lane	46	1	3%
18	Common Lane	292	17	6%
19	Main Road	0	0	0%
20	New Lennerton Lane	1688	117	7%
21	Bishopdyke Lane	6,001	207	3%
22	A162, South Milford	13,433	1,159	9%
23	Mill Hill Road / Skipworth Road	2,555	101	4%
24	King Rudding Lane	393	28	7%
25	A19 Riccall	20,087	852	4%
26	Wistow Road	2,812	49	2%
27	B1223 / Millgate Service Station	6,934	166	2%
28	Dam Lane	3,210	69	2%
29	Leeds Road	6,859	237	3%
30	A63, Hambleton	11,781	575	5%
31	Field Lane	486	9	2%
32	St Mary's Approach	730	17	2%
33	Selby Road / A63 Monk Fryston	9,981	396	4%
34	Fairfield Lane	24	2	9%
35	Betteras Hill Road	119	7	6%
36	Main Street	8,512	406	5%
37	Hillam Road / Hillam Lane	1,024	21	2%
38	Rawfield Lane	471	16	3%
39	Birkin Lane	597	14	2%
DfT1	A63	20,490	3,510	17%
DfT2	A19 (North)	10,706	103	1%
DfT3	A19 (South)	10,205	978	10%
DfT4	A1(M)	51,822	9,509	18%
DfT5	Gateforth New Road	829	24	3%

14.9 Embedded and good practice mitigation and enhancement measures

Embedded mitigation

14.9.1 Embedded measures are modifications to the design of a scheme, made during the pre-application phase, that are an inherent part of the design and do not require additional action to be taken. Good practice measures are standard

approaches and actions undertaken to avoid or reduce environmental impacts in line with best practice guidance and legislative requirements.

14.9.2 Measures for the Proposed Development relevant to traffic and movement already committed to include:

1) Implementing an oCTMP to detail and formalise the measures that will mitigate construction-related effects;
2) Providing suitable points of access for construction vehicles;
3) Providing sufficient protection/ separation between existing PRoW and construction routes where necessary;
4) Restricting HGV movements and AILs to certain routes;
5) Undertaking improvement works where required to facilitate access for AILs;
6) Providing allowance within the Order Limits to enable the provision of passing places on narrow, rural roads where required to facilitate the safe movement of construction vehicles. Where required, these would be suitably located away from residential properties; and
7) Implementing Temporary Traffic Management (TTM) where required.

14.9.3 Highways Improvements Areas (refer to ES Volume 2, Figure 1.2 [**EN0110012/APP/LVS/06.02.01.02**]) are sections of the highway network where localised improvements are proposed, such as improvements to the road edge where it is deteriorated and provision of temporary passing places within the existing highways boundary, traffic management, and provision of visibility splays, or temporary highway and traffic works required to safely accommodate the Abnormal Indivisible Load (AIL) deliveries. These areas will support the movement of construction vehicles on narrower sections of the local highway network within parts of the construction vehicle routes to the Site and, to the extent that the AIL dimensions and sizing still require these changes to be made at the time of construction, the relevant Highways Improvement Areas works must take place prior to the relevant AIL movements which could affect those areas.

14.9.4 A number of embedded mitigation measures are set out within the oCTMP [**EN0110012/APP/LVS/07.12**] for the control of vehicles associated with the construction phase. This will include, but will not be limited to the following:

1) Signs to direct construction vehicles associated with the Proposed Development will be installed along the agreed construction traffic route. Delivery drivers, contractors and visitors will be provided with a route plan in advance of delivery to the Proposed Development to ensure that vehicles follow the identified route;
2) Temporary construction compounds will be established within the Order Limits for contractors and will include an appropriate number of car parking spaces. Contractors and visitors will be advised that parking facilities will be provided on-site in advance of visiting the Proposed Development and that they should not park on-street;

3) A wheel wash facility will be provided ahead of exiting the Proposed Development allowing vehicles to be hosed down so that no construction vehicles will take mud or debris onto the local highway network;
4) A road sweeper will be provided for surrounding local roads along the designated route to alleviate any residual debris generated during the construction phase, as required;
5) The construction areas of the Proposed Development will be secured at all times;
6) A requirement for engines to be switched off on-site when not in use;
7) Spraying of areas with water supplied as and when conditions dictate to prevent the spread of dust;
8) Vehicles carrying waste material off-site to be sheeted;
9) Banksmen will be provided at Site access junctions where required to indicate to construction traffic when it is safe for them to enter and exit the Proposed Development;
10) All residents who live within or close to the Order Limits will be provided with contact details of the Community Liaison Manager via notices on the website, and details will also be provided on a noticeboard at each site access and egress junctions; and

Management Plans

14.9.5 As outlined above, a suite of management plans will be put in place for the Proposed Development. Outline versions of these management plans have been submitted with the DCO Application to secure the commitments contained within. Those relevant to traffic and movement include:

1) oCEMP [**EN0110012/APP/LVS/07.02**];
2) oOEMP [**EN0110012/APP/LVS/07.03**];
3) oDEMP [**EN0110012/APP/LVS/07.04**]; and
4) oCTMP [**EN0110012/APP/LVS/07.12**].

14.9.6 These management plans incorporate embedded and good practice measures, as well as any further mitigation that falls out of the EIA process.

14.9.7 These management plans incorporate embedded and good practice measures, as well as any further mitigation that arises out of the EIA process. Outline versions of these management plans are submitted alongside the ES as part of this DCO Application to secure the commitments within each assessment. A Requirement is included in the draft DCO [**EN0110012/APP/LVS/03.01**] to ensure detailed management plans will be prepared to full versions by the appointed Contractor(s), substantially in accordance with the outline management plans, and will be submitted for approval by North Yorkshire Council in advance of starting the relevant phase of works.

14.10 Assessment of likely impacts and effects

14.10.1 This section presents the results of the assessment of likely significant effects with the embedded and good practice mitigation measures, described in the previous section, in place.

Construction Effects

14.10.2 The construction phase is of a temporary nature, however, during this temporary period the traffic generated by the Proposed Development could have the following effects:

1) severance;
2) driver delay (from both general traffic and abnormal loads),
3) pedestrian and cyclist amenity; and,
4) fear and intimidation (from both general traffic and abnormal loads).

14.10.3 The potential number of trips to the Solar Development Sites has been estimated by the Applicant based on professional judgement and benchmarked against other similar solar farm projects. Further information on the trip generation methodology is included in Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**]. The trip forecasts include the delivery of equipment for the Battery Energy Storage System (BESS) and the trips to the Cable Route Corridor.

14.10.4 Table 14-20 summarises the number of HGVs expected at each of the Solar Development Sites during the construction phase.

Table 14-20 Forecast Construction HGV Trips (two-way)

Site	Construction Period (days)	Average HGV movements per day	Peak HGV movements per day
Solar Development Site 1	559	8	12
Solar Development Site 2	128	6	10
Solar Development Site 3	110	3	6
Solar Development Site 4	751	8	12
Solar Development Site 6	256	7	12
Solar Development Site 7	89	2	4
Solar Development Site 8	197	7	10
BESS	562	10	16
Cable Route Corridor	526	200	240
Total	**n/a**	**251**	**322**

14.10.5 Whilst average day figures are presented and assessed, it is acknowledged that there will be a peak within the construction phase, especially during the set up at the Solar Development Sites. To account for this, a 50% uplift on HGV

movements has been applied, and peak daily construction worker totals have been provided for the purposes of assessment to provide a reasonable worst-case scenario.

14.10.6 The total cable route corridor movements are distributed along the length of the corridor. To forecast the anticipated number of daily movements at each Cable Route Corridor access location, the total Cable Route Corridor construction movements have been divided by 17, on the assumption that 17 locations along the Cable Route Corridor could be active at any one time based on the Cable Route Corridor programme:

a) Four locations on the northern section of the Cable Route Corridor;
b) Eight locations on the southern section of the Cable Route Corridor;
c) Three compounds active; and
d) Two horizontal directional drilling locations.

14.10.7 This amounts to 7 HGV trips at each cable route corridor access location each day (14 two-way trips) during the peak of construction.

14.10.8 The oCTMP [**EN0110012/APP/LVS/07.12**] commits to construction vehicles avoiding travel during the network peak hours. Therefore, deliveries will be scheduled for arrival and departure between 09:30 and 16:30, unless this not practically possible following delays or an emergency (or if deliveries are required for activities requiring 24 hour activity such as HDD) .

14.10.9 Construction worker trips have also been assessed. Construction worker shifts will be scheduled so that workers are not travelling during the network peak hours of 08:00-09:00 and 17:00-18:00. The forecast number of employees during the construction period has been provided by the Applicant.

14.10.10 As part of the oCTMP [**EN0110012/APP/LVS/07.12**], travel planning measures, including the provision of shared transport for construction workers, such as minibuses, have been developed. Shared transport will be particularly important for non-local workers, who will be staying in local accommodation and be transported to the sites. The socio economics assessment (Chapter 13: Socioeconomics (ES Volume 1) [**EN0110012/APP/LVS/06.01.13**]) assumes that up to 50% of workers could be located within temporary accommodation.

14.10.11 The trip generation methodology assumes that shared transport could accommodate up to 12 people, and the assessment assumes that 50% of workers travel by shared transport. This is a similar proportion to other DCO applications. For example; Longfield Solar Farm (PINS reference EN010118) assumed that 55% of the workers would arrive by shared transport, the Cottam Solar Project (PINS reference EN010133) and West Burton Solar Project (PINS reference EN010132) also assumed that 50% of the workers would arrive by shared transport.

14.10.12 It is not yet known where the shared transport locations for pick up and drop up will be. For assessment purposes, employee trips have been assigned onto the network using the shortest route to the A1(M) or A19. It is however expected that the trips will be dispersed across the network and could feature meeting locations

including the local rail stations and other accessible locations, such as regional town centres. Shared transport will also be used by those staying in nearby hotel accommodation who will be transported by shared transport between their hotel accommodation and the Proposed Development.

14.10.13 Based on the estimated number of construction employees, the largest Solar Development Sites, Site 4, would require five mini-buses to transport half of the 122 employees to the site.

14.10.14 The remaining 50% of workers will arrive by car, with an assumed 1.5 occupancy rate based on the national car occupancy average. All car parking requirements will be accommodated within the Proposed Development, with no parking permitted outside the Site on the local highway. The forecast number of employee movements is outlined in Table 14-21. The cable route corridor employee trips are again distributed across 17 access locations and six Cable Construction Compounds.

Table 14-21 Forecast Construction Employee Movements (two-way)

Solar Development Site	Average Cars/LGVs movements per day	Peak Cars/LGVs movements per day
Solar Development Site 1	72	144
Solar Development Site 2	24	48
Solar Development Site 3	6	12
Solar Development Site 4	91	182
Solar Development Site 6	32	64
Solar Development Site 7	3	6
Solar Development Site 8	23	46
BESS	38	76
Cable Route Corridor	210	210
Total	**499**	**788**

Construction Vehicle Access

14.10.15 The proposed vehicle access locations into the Solar Development Sites are shown in Table 14-22 alongside proposed routing.

14.10.16 Access points for each Solar Development Site have been assessed and Annex B of the TA (Appendix 14.1 (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**]) contains the swept path analysis and visibility splays for each of the Solar Development Site access locations.

Table 14-22 Solar Development Site Access Locations

Solar Development Site	Access Locations	Speed Limit	Notes
Site 1	Skipwith Road / Mill Hill	60 mph	Proposed access is an existing agricultural access on eastern boundary of Site. Vehicles will access left in / right out to connect to agreed construction routing.
	Wheldrake Lane	60 mph	Proposed access is an existing agricultural access on northern boundary of Site. HGVs will access / egress to the east to avoid routes through Escrick Village.
Site 2 (and BESS)	A63	60 mph	The location identified as the main access is an existing field access, but there are no kerb lines. The tracking indicates that widening at the junction will be required to facilitate HGV manoeuvre in and out of the site. As it will also provide access into the BESS and the substation, this access will be suitable for AILs. Temporary traffic management measures will also be required as detailed in the oCTMP [**EN0110012/APP/LVS/07.12**]. It was agreed with NYC that the A63 access would be the main access into Site 2 to minimise trips through Monk Fryston Village. There is also a proposed emergency access on the A63 in the south-west corner of the site. This would only be used in the event of a fire and unfavourable wind conditions at the other access.
	Fryston Common Lane field accesses	30 mph	A new access point from the southern section of Site 2 will allow vehicles to cross Fryston Common Lane directly into the northern section of Site 2 (existing access point) which will ensure standard traffic does not access the northern section of Site 2 along Fryston Common Lane. Note that Fryston Common Lane may still be used by emergency vehicles, if required.
	A63 emergency access	60 mph	Access point to the south-west of the site from the A63 (existing access point). This access point would only be used for emergency purposes and not for standard construction or operation traffic. It may however be used for the delivery of transformers (abnormal load delivery) during construction.
Site 3	Hillam Common Lane	60 mph	Use of existing agricultural access off Hillam Common Lane. To allow access by HGVs, reinforcement of the crossing over existing drainage ditch may be required (to be confirmed in detailed design), with powers to do so provided for by the DCO.
Site 4	Roe Lane North	60 mph	Use of an existing agricultural access into northern field boundary off Roe Lane. To allow access by HGVs, reinforcement of the crossing over existing drainage ditch may be required (to be confirmed in detailed

Solar Development Site	Access Locations	Speed Limit	Notes
			design), with powers to do so provided for by the DCO.
	Roe Lane South	60 mph	Access point from Roe Lane into the field on the east side of the road (existing access point)
	Roe Lane South	60 mph	Access point from Roe Lane into the field on the west side of the road (existing access point)
	Haddlesey Road	60 mph	Proposed new access into the southern fields of Site 4 off Haddlesey Road. Highway amendments to be designed in accordance with Local Highway Authority specification.
Site 6	Common Lane	60 mph	Existing field accesses access into the fields on the north and south of Common Lane into Site 6. The accesses cross a drainage ditch so structural work may be required for more regular use by HGVs.
	Common Lane	60mph	Second pair of access points from Common Lane (existing access points) to the east of the other access points.
Site 7	Common Lane	60 mph	Access via existing agricultural access on Common Lane. There is drainage infrastructure at the access so works may be required to the ensure the access can be used more frequently, whilst ensuring any impact on the drainage system is managed. Amendments to be confirmed in detailed design, with powers to do so provided for by the DCO.
Site 8	Phillip Lane	30 mph	Solar Development Site 8 is located in a site that is bordered to the south by a railway line. Currently access to Site 8 is located on the eastern boundary of the site, which is accessed via the level crossing on Phillip Lane. Access is feasible for use for the Proposed Development but requires HGVs to use the level crossing to cross the railway corridor. Whilst Network Rail has indicated that this may be acceptable, the Applicant is conscious that the railway is a live operational asset and that circumstances at the time of construction (such as railway works) may mean that access will not be able to be taken when it is needed. The Order limits therefore allow for alternative accesses into Solar Development Site 8 to ensure that access can be taken at all times, including by avoiding crossing the railway if necessary.
	A63	30 mph	An alternative approach using an existing access from the south would utilise a private road accessed via the

Solar Development Site	Access Locations	Speed Limit	Notes
			A63. It also requires access across the railway via a level crossing on Scalm Lane. The level crossing is on the Hambleton South Curve, rather than the Hull Line, so there are less trains on this section of the railway. As with the Phillip Lane access, the railway is a live operational asset and that circumstances at the time of construction (such as railway works) may mean that this access will not be able to be taken when it is needed. The Order limits therefore allow for alternative accesses into Solar Development Site 8 to ensure that access can be taken at all times, including by avoiding crossing the railway if necessary.
	Scalm Lane	30 mph	To avoid the railway, an alternative access into Solar Development Site 8 could be achieved using a route connecting to Scalm Lane to the north. This would require a new access track to be created.

Construction Routes – Solar Development Sites

14.10.17 The designated routes for all vehicles associated with the construction phase forms the basis for the Study Area for this ES Chapter. Routes take into consideration HGV restrictions and seek to route HGVs away from residential areas, where practicable. It is assumed that both HGV deliveries and staff vehicles will be routing between the Solar Development Sites and the closest SRN, the A19 or the A1(M). The routing has been developed to account for site access point locations. Alternative routes to those assessed have also been noted.

14.10.18 The detailed routing maps are provided in Figure 14-4: Construction Routing (ES Volume 2) **[EN0110012/APP/LVS/06.02.14.04]** and shown below in Plate 14-10 to Plate 14-12 below.

Plate 14-10 Solar Development Site 1 Construction Routing

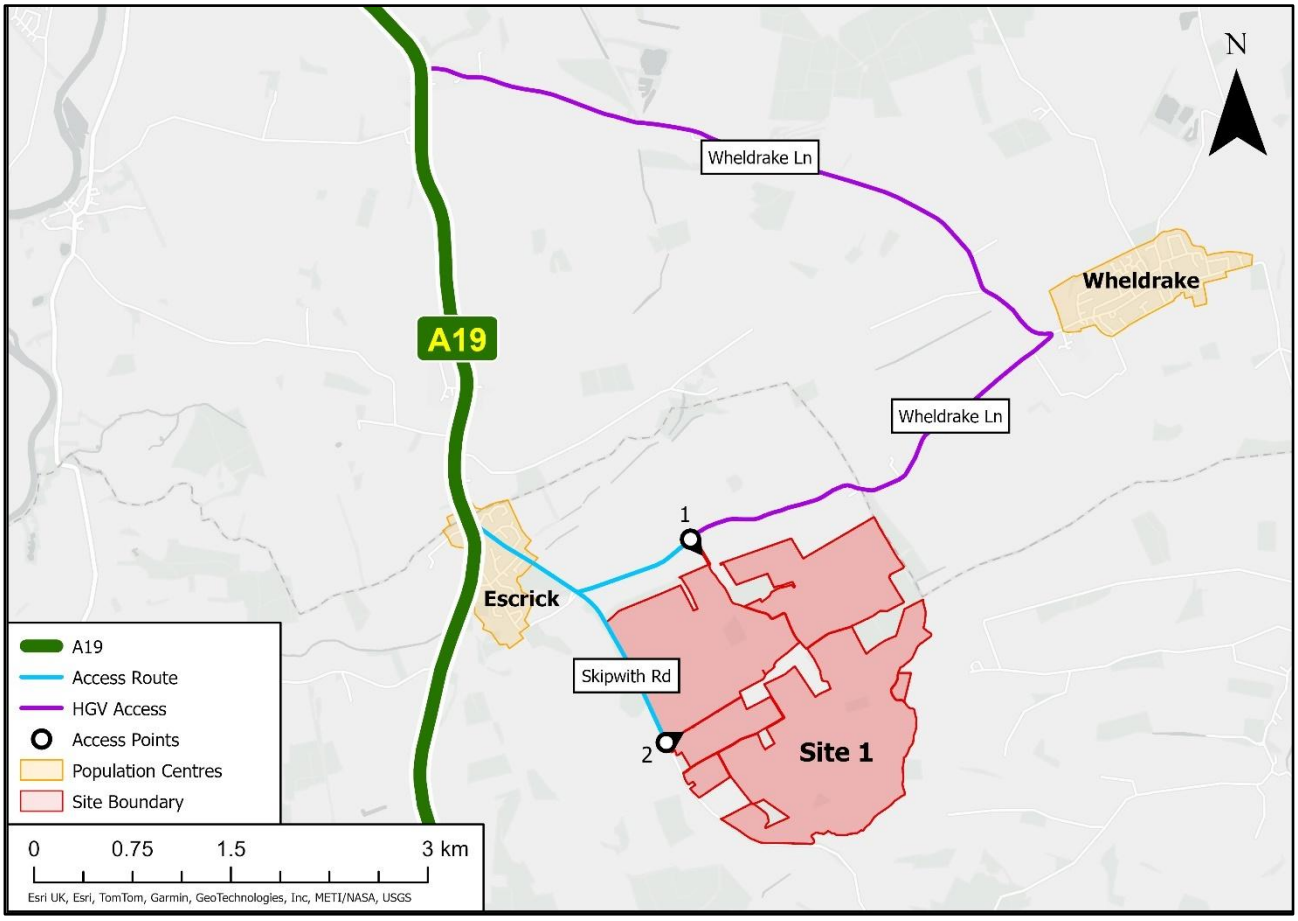
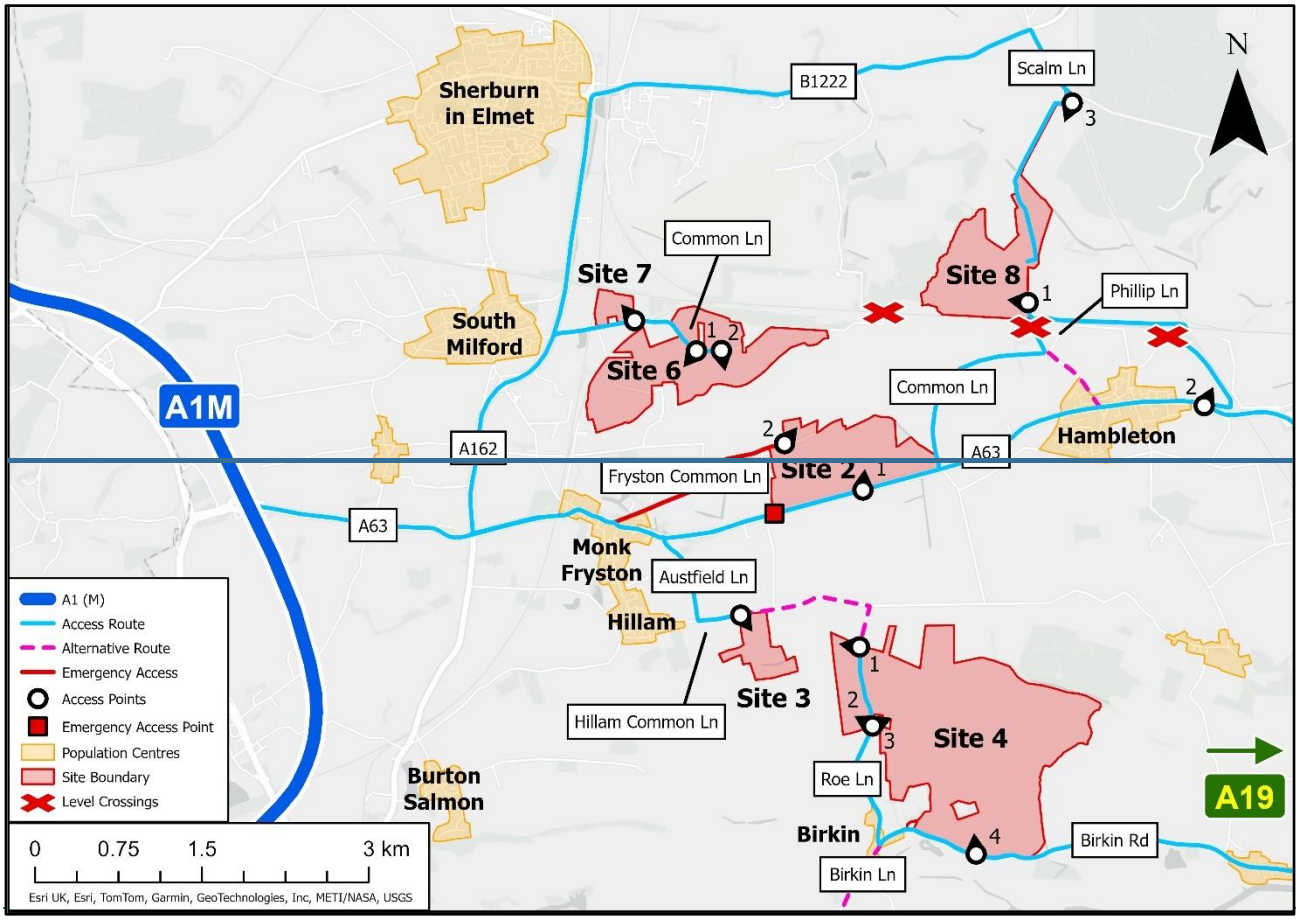
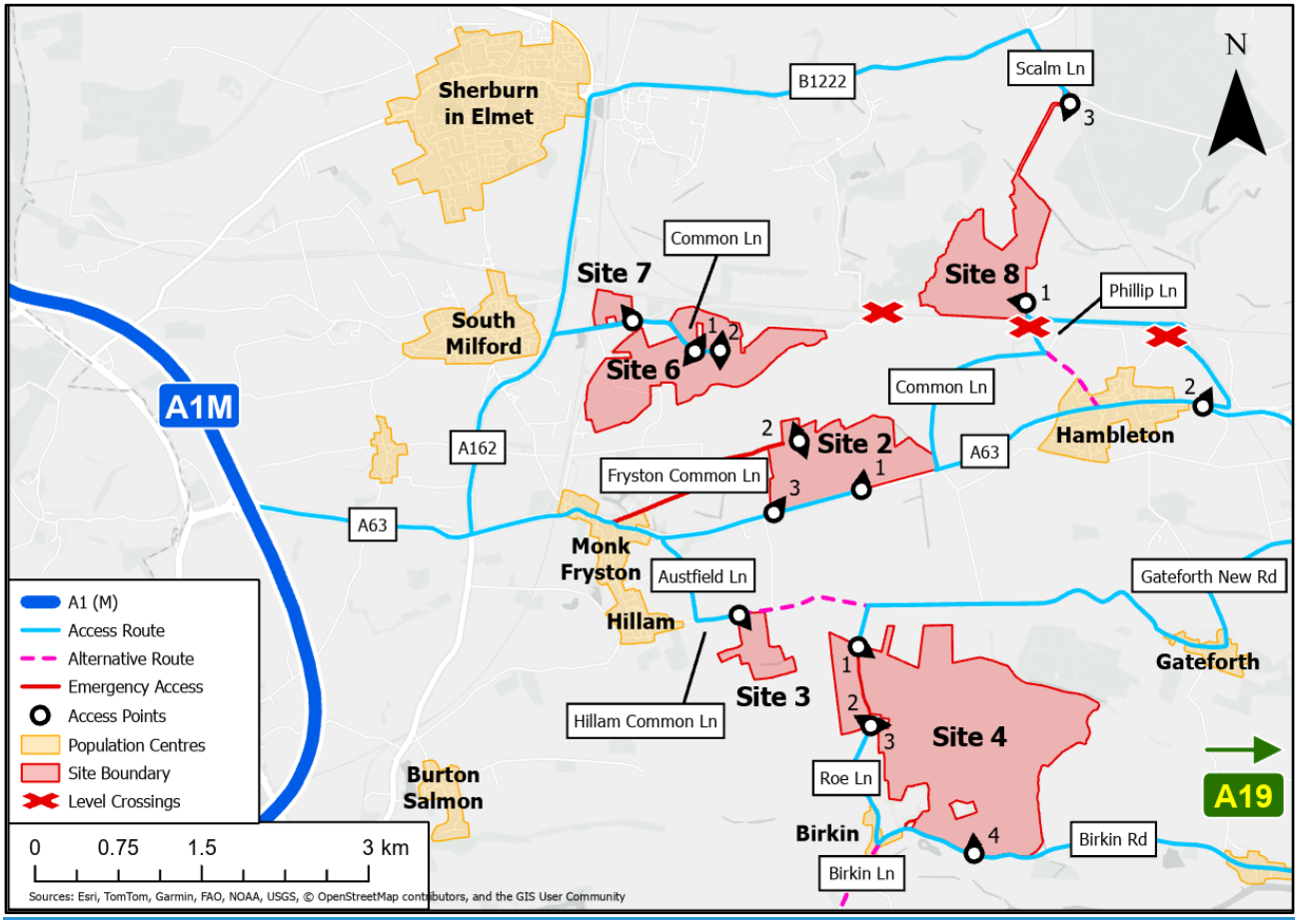


Plate 14-11 Solar Development Sites 2 – 4 and 6 - 8 Construction Routing





14.10.19 It has been assumed throughout this assessment that the A63 is to be used to connect Solar Development Sites 2, 3, 6, 7 and 8 to the nearest SRN (A1(M)). Alternative routes are identified as it is possible that some trips may arrive from alternative junctions located on the wider strategic network. These alternative routes include Birkin Lane to access the A1(M) / M62 at Ferrybridge Interchange to the south and Gateforth New Road off the A63 to the east.

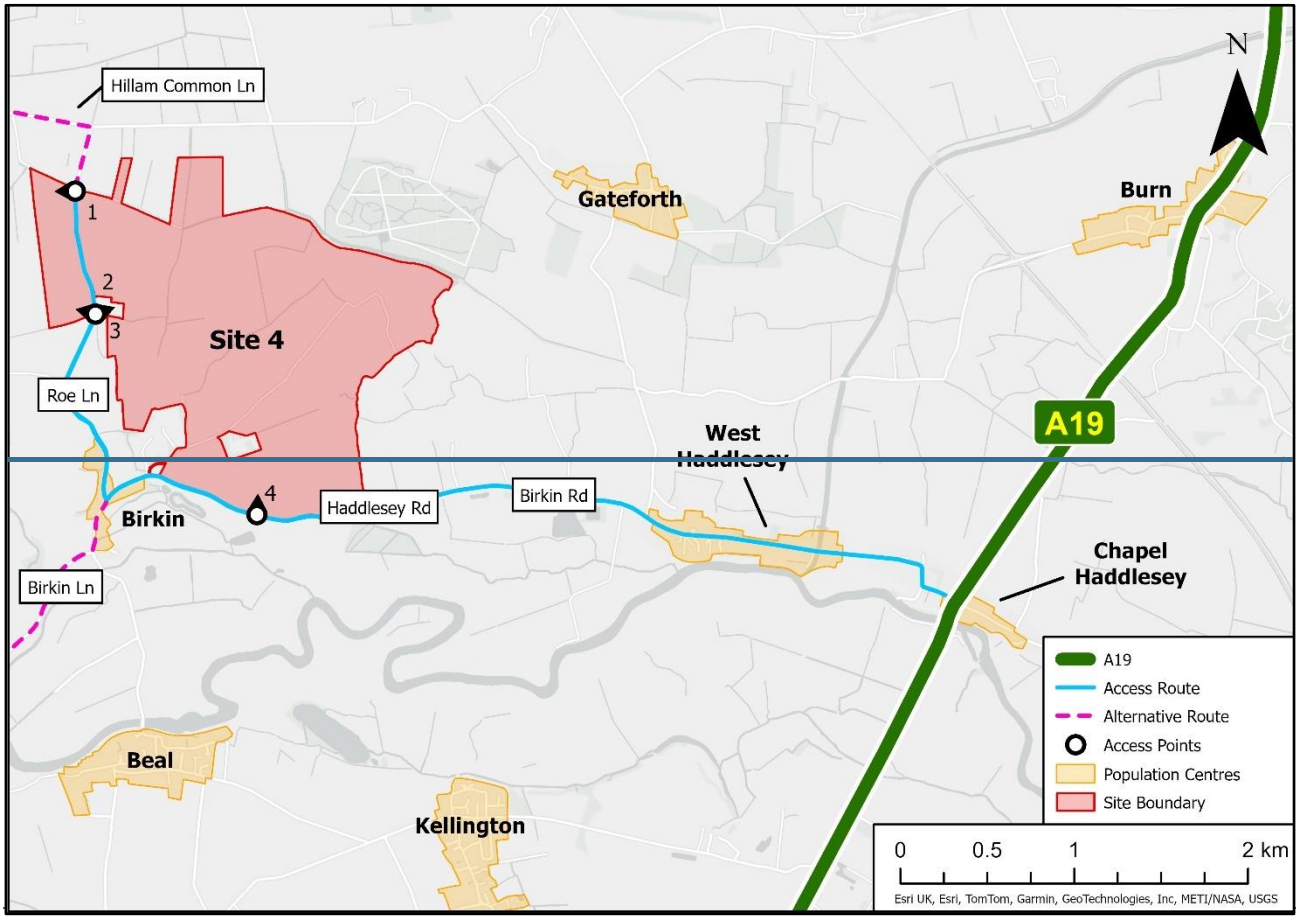
14.10.20 The identification of routes has also taken into account stakeholder and public consultation feedback. For example. Fryston Common Lane was previously identified as an access route to Solar Development Site 2. However, following feedback, the route is proposed as an emergency access only, with all construction traffic assigned to the main access located on the A63.

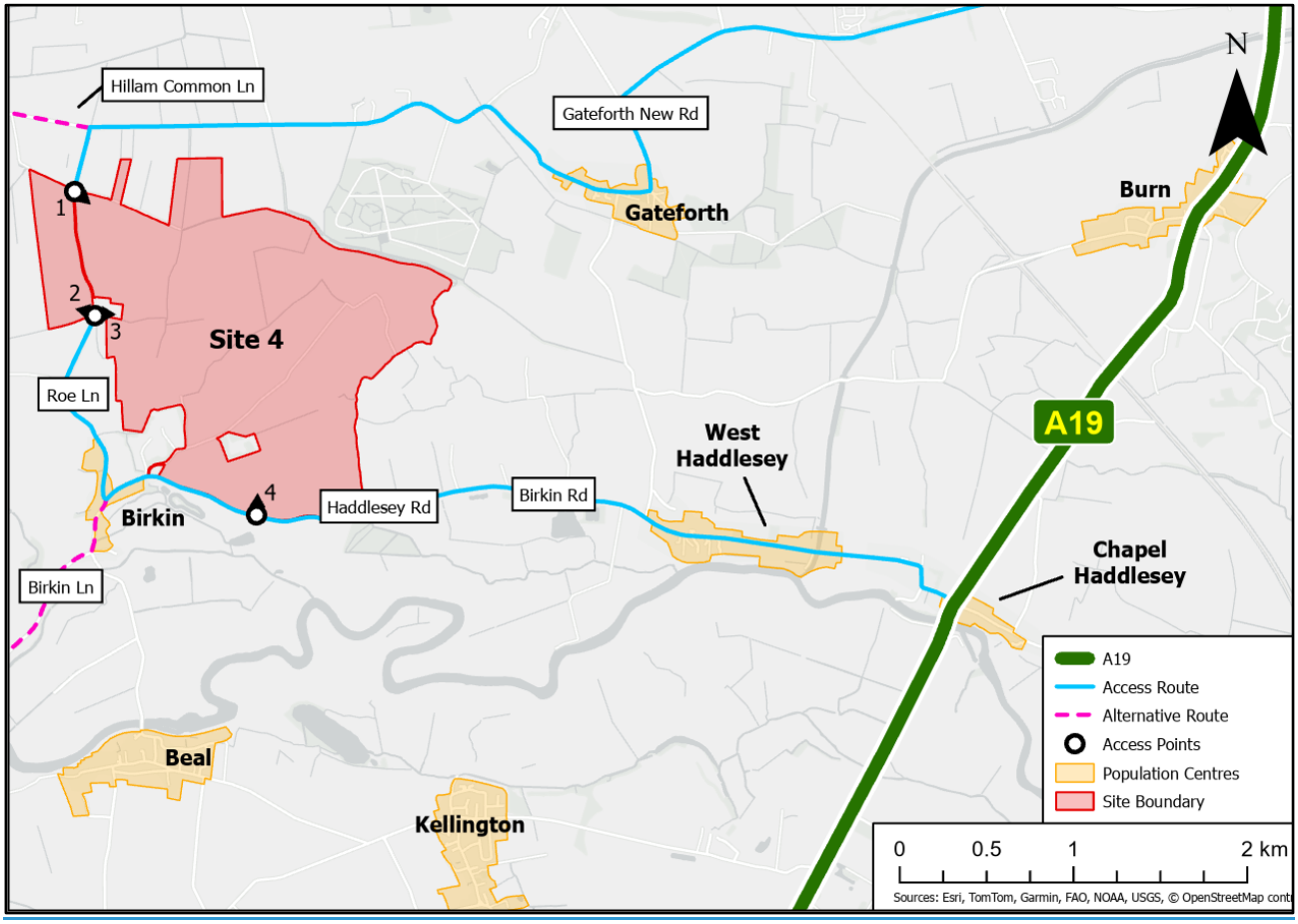
14.10.21 Solar Development Site 8 is located in a site that is bordered to the south by a railway line. Currently access to Site 8 is located on the eastern boundary of the site, which is accessed via a level crossing on Phillip Lane, and a second level crossing at Scalm Lane. The existing access via Phillip Lane (labelled on Plate 14-11 as access1) is feasible for use for the Proposed Development but requires HGVs to use the level crossing to cross the railway corridor. Whilst Network Rail has indicated that this may be acceptable, the Applicant is conscious that the railway is a live operational asset and that circumstances at the time of construction (such as railway works) may mean that access will not be able to be taken when it is needed. The Order limits therefore allow for alternative accesses

into Site 8 to ensure that access can be taken at all times, including by avoiding crossing the railway, and approaching from the north, if necessary.

14.10.22 The traffic generated by Solar Development Site 8 has been added onto both parts of the network (north and south) to ensure both options have been fully assessed and considered.

Plate 14-12 Solar Development Site 4 Construction routing





14.10.23 Wherever practicable, existing field accesses have been utilised for access to the Order Limits. The access points into the individual Solar Development Sites have been designed to accommodate HGVs. Visibility splays have been checked and based on the recorded speed of the vehicles on the road network (85th percentile speeds) to ensure safety. Where visibility splays need to be increased, the DCO provides the Applicant with the powers to do so.

Construction Routes - Cable Route Corridor

14.10.24 The detailed routing maps to the Cable Route Corridor are provided in Figure 14-4: Construction Routing (ES Volume 2) **[EN0110012/APP/LVS/06.02.14.04]**. Plate 1-8 and Plate 1-9 also show the expected construction access routes for the Cable Route Corridor. The routing maps do not include the AIL routes. The AIL routing is contained within the Abnormal Load Assessment report attached as Annex C in the Transport Assessment (Appendix 14.1 (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**]).

14.10.25 There are 43 access points for the Cable Route Corridor and Cable Construction Compounds. The access locations for construction of the cable route corridor are set out in Table 14-23.

14.10.26 These will mostly be temporary access locations to access the corridor via the haul road. However, some will remain to allow access for inspections and maintenance during the operational phase. These are listed in Table 14-23. The

construction of a haul road along the cable route corridor will minimise trips, where practicable, externally on the highway network.

Plate 14-13 Construction Routing for Cable Route Corridor (north)

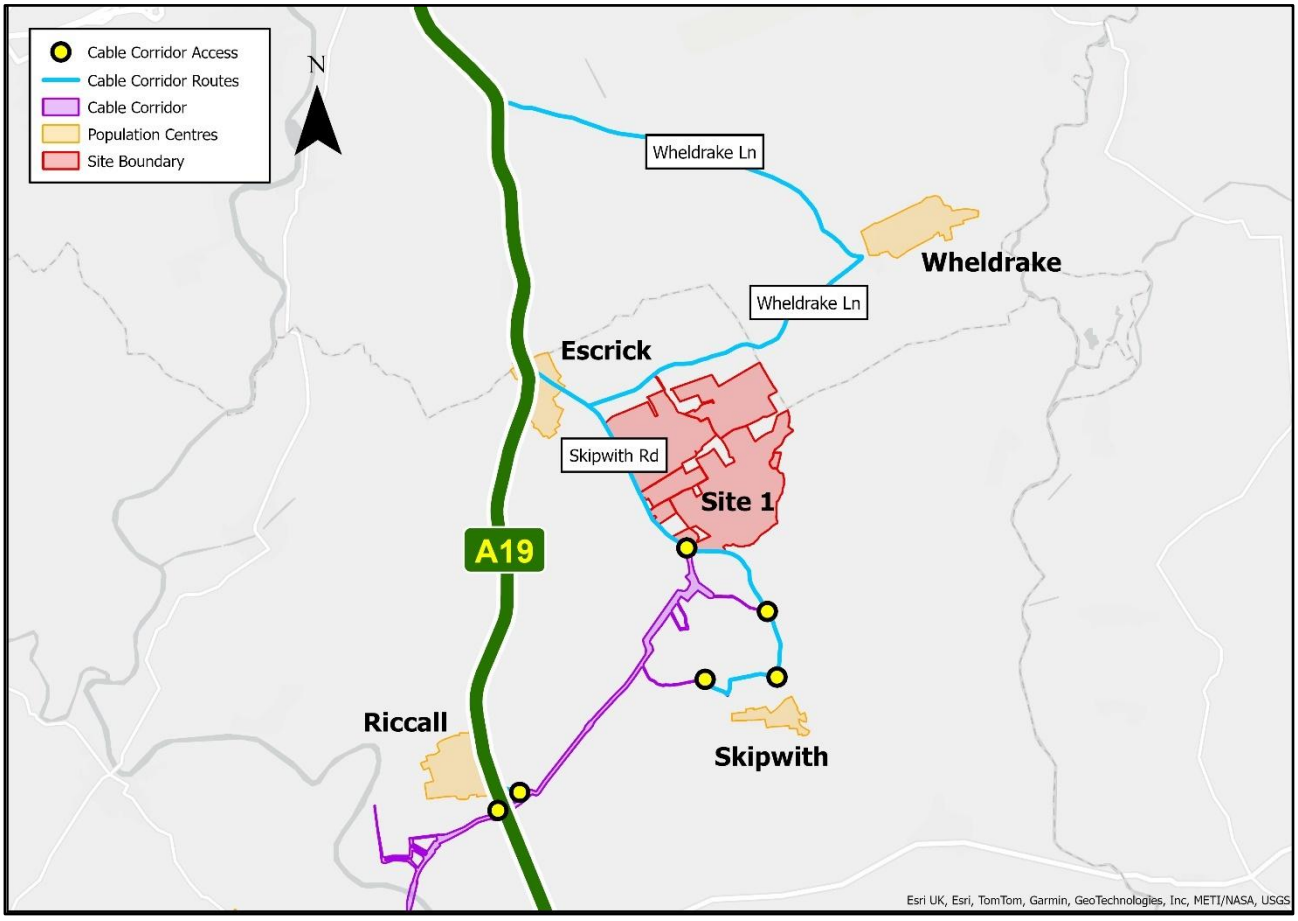
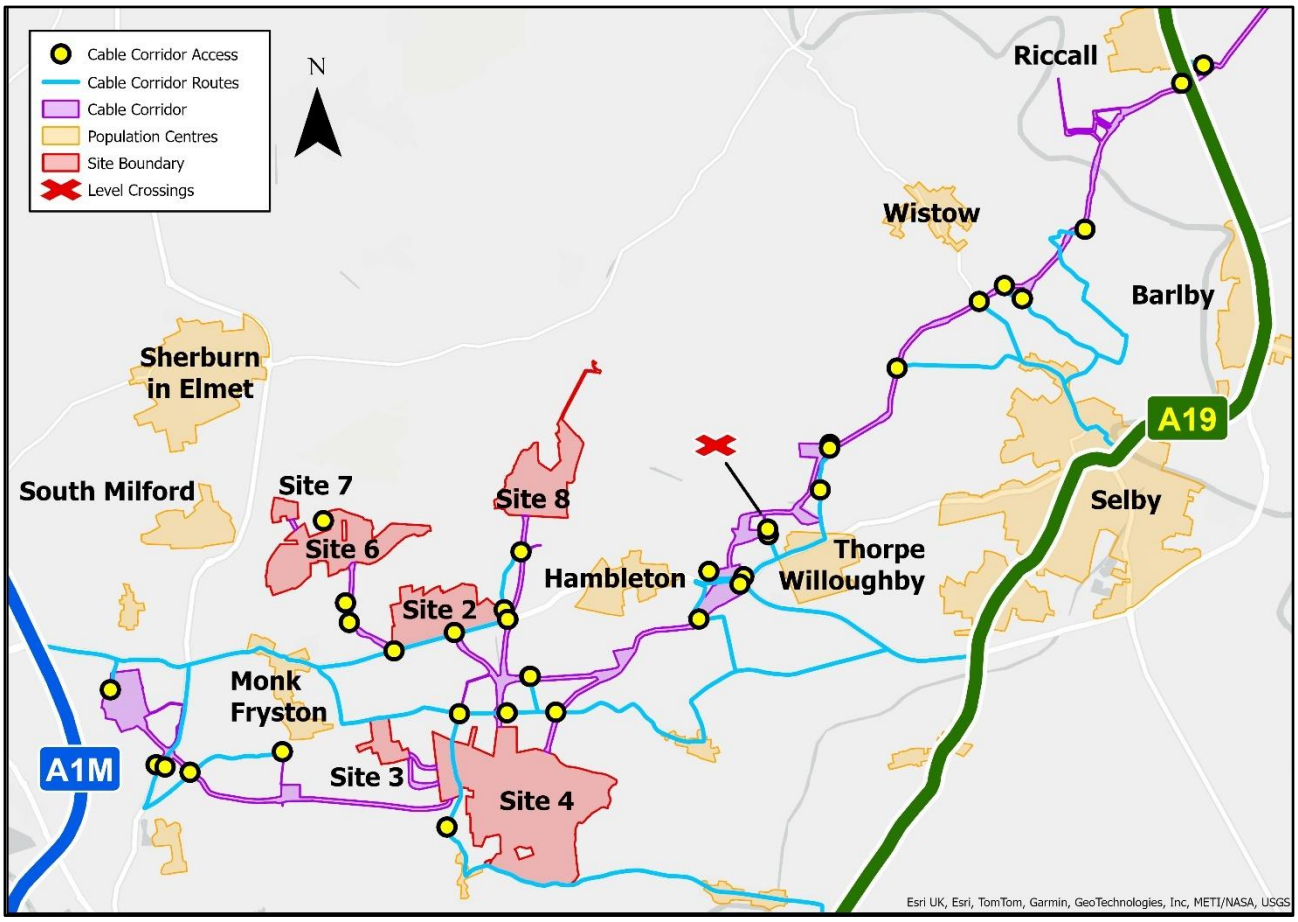


Plate 14-14 Construction Routing for Cable Route Corridor (south)



14.10.27 There will also be five Cable Route Corridor Construction Compounds along the route and a sixth within Solar Development Site 2. These are located from east to west at Fairfield Lane, Dam Lane, Wistow Road and King Rudding Lane.

14.10.28 Table 14-23 provides the location of the access points for the construction of the Cable Route Corridor.

Table 14-23 Cable Route Access Locations

Access	Description	Cable Route Corridor No.	Construction Phase	Operational Phase
CA1	South of Skipwith Road (existing access point)	CRC 1-4	✓	
CA2	West of Skipwith Road (existing access point)	CRC 1-4	✓	
CA3	West of Skipwith Road (existing access point)	CRC 1-4	✓	✓
CA4	Glade Road (existing access point)	CRC 1-4	✓	✓
CA5	North of King Rudding Lane (existing access point)	CRC 1-4	✓	

Access	Description	Cable Route Corridor No.	Construction Phase	Operational Phase
CA6	South of King Rudding Lane (new access point)	CRC 1-4	✓	
CA7	South of Main Street onto Checker Lane (existing access point)	CRC 1-4	✓	✓
CA8	North of Lordship Lane (existing access point)	CRC 1-4	✓	
CA9	North of Black Fen Lane (new access point)	CRC 1-4	✓	
CA10	West of Black Fen Lane (existing access point)	CRC 1-4	✓	✓
CA11	East of Wistow Road (new access point)	CRC 1-4	✓	
CA12	West of Wistow Road (new access point)	CRC 1-4	✓	
CA13	North of Sherburn Road (new access point)	CRC 1-4	✓	
CA14	South of Sherburn Road (new access point)	CRC 1-4	✓	
CA15	East of Dam Lane (new access point)	CRC 1-4	✓	
CA16	West of Dam Lane (1) (existing access point)	CRC 1-4	✓	✓
CA17	West of Dam Lane (2) (existing access point)	CRC 1-4	✓	
CA18	West of Dam Lane (3) (existing access point)	CRC 1-4	✓	
CA19	North of Harry Moor Lane (existing access point)	CRC 1-4	✓	✓
CA20	West of Harry Moor Lane (existing access point)	CRC 1-4	✓	✓
CA21	South of A63 (existing access point)	CRC 1-4	✓	✓
CA22	North of Whinny Hagg Lane (existing access point)	CRC 1-4	✓	
CA23	East of Whinny Hagg Lane (existing access point)	CRC 1-4	✓	
CA24	North of Field Lane (new access point)	CRC 1-4	✓	
CA25	South of Field Lane (new access point)	CRC 1-4	✓	

Access	Description	Cable Route Corridor No.	Construction Phase	Operational Phase
CA26	South of Hillam Road (existing access point)	CRC 1-4	✓	
CA27	North of Hillam Common Lane (1) (existing access point)	CRC 2-4	✓	
CA28	East of Fox Lane (existing access point)	CRC 1-4a	✓	
CA29	North of Hillam Common Lane (2) (existing access point)	CRC 2-4	✓	
CA30	West of Fox Lane (existing access point)	CRC 1-4a	✓	
CA31	Common Lane (existing access point)	CRC 2-8	✓	
CA32	North of A63 (existing access point)	CRC 2-8	✓	
CA33	North of Common Lane (existing access point)	CRC 2-8	✓	
CA34	South of Common Lane (existing access point)	CRC 2-8	✓	
CA35	North of Fryston Common Lane (new access point)	CRC 2-6	✓	
CA36	South of Fryston Common Lane (new access point)	CRC 2-6	✓	
CA37	Fairfield Lane (existing access point)	CRC 4-POC	✓	
CA38	South-east of Hillam Lane (new access point)	CRC 4-POC	✓	
CA39	East of A162 (existing access point)	CRC 4-POC	✓	✓
CA40	West of A162 (existing access point)	CRC 4-POC	✓	✓
CA41	East of Rawfield Lane (existing access point)	CRC 4-POC	✓	✓
CA42	Ingthorne Lane (new access point)	CRC 2-6	-	✓
CA43	Roe Lane (existing access point)	CRC 4-POC	✓ (AIL access only)	-

14.10.29 The network diagrams in the Transport Assessment (Appendix 14.1 (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**]) show how the traffic to the Proposed Development, including the Cable Route Corridor movements, has been assigned onto the network.

14.10.30 Table 14-24 shows the daily average number of construction trips that are forecast to use each road within the Study Area.

Table 14-24 Construction Traffic Flows – AADT

Link	Road	HGV Trips	LGV/Car Trips	Total Trips
1	Hirst Road	0	0	0
2	Fox Lane	0	0	0
3	Fryston Common Lane	0	0	0
4	Austfield Lane	15	12	27
5	Hilliam Common Lane	1	2	3
6	Roe Lane	6	72	78
7	Haddlesey Road	6	72	78
8	Birkin Road	6	72	78
9	Skipwith Road	0	67	67
10	Main Street	0	0	0
11	Wheldrake Lane (S)	20	67	87
12	Carr Lane	0	0	0
13	Wheldrake Lane	20	0	20
14	A19, Escrick	20	67	87
15	Phillip Lane, Hambleton	4	12	16
16	Common Lane, Hambleton	14	10	24
17	Ingthorne Lane	0	0	0
18	Common Lane	6	23	28
19	Main Road	0	0	0
20	New Lennerton Lane	0	0	0
21	Bishopdyke Lane	4	12	16
22	A162, South Milford	4	12	16
23	Mill Hill Road / Skipworth Road	14	10	24
24	King Rudding Lane	28	30	58
25	A19 Riccall	84	90	174
26	Wistow Road	28	30	58

Link	Road	HGV Trips	LGV/Car Trips	Total Trips
27	B1223 / Millgate Service Station	28	30	58
28	Dam Lane	28	30	58
29	Leeds Road	42	40	82
30	A63, Hambleton	14	10	24
31	Field Lane	14	10	24
32	St Mary's Approach	0	0	0
33	Selby Road / A63 Monk Fryston	40	76	117
34	Fairfield Lane	0	0	0
35	Betteras Hill Road	0	0	0
36	Main Street	41	78	120
37	Hillam Road / Hillam Lane	28	30	58
38	Rawfield Lane	14	10	24
39	Birkin Lane	0	0	0
DfT1	A63	65	133	198
DfT2	A19 (North)	6	72	78
DfT3	A19 (South)	6	72	78
DfT4	A1(M)	65	133	198
DfT5	Gateforth New Road	20	82	102

14.10.31 The percentage change in link flow on each route within the Study Area has been calculated to assess the impact the Proposed Development could have on the highway network. the network diagram showing the percentage change is included as part of Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**].

14.10.32 Table 14-25 provides a summary of the 2029 baseline flows with the average total development traffic added to the network.

Table 14-25 Future Baseline (2029) Traffic plus Construction Traffic (Total) - AADT

Link	Road	2029 Base+ Construction Traffic- AADT	% increase from 2029 Baseline	2029 Base + Construction Traffic AADT- HGVs	% increase from 2029 Baseline
1	Hirst Road	773	0%	29	0%
2	Fox Lane	119	0%	4	0%

Link	Road	2029 Base+ Construction Traffic- AADT	% increase from 2029 Baseline	2029 Base + Construction Traffic AADT- HGVs	% increase from 2029 Baseline
3	Fryston Common Lane	70	0%	3	0%
4	Austfield Lane	858	3%	44	52%
5	Hilliam Common Lane	1,033	0%	40	3%
6	Roe Lane	642	14%	28	30%
7	Haddlesey Road	433	22%	15	69%
8	Birkin Road	594	15%	31	26%
9	Skipwith Road	2,137	3%	58	0%
10	Main Street	268	0%	4	0%
11	Wheldrake Lane (S)	1,603	6%	78	35%
12	Carr Lane	1,531	0%	42	0%
13	Wheldrake Lane	2,387	1%	115	21%
14	A19, Escrick	19,145	0%	748	3%
15	Phillip Lane, Hambleton	45	55%	9	70%
16	Common Lane, Hambleton	74	48%	19	297%
17	Ingthorne Lane	46	0%	1	0%
18	Common Lane	320	10%	23	32%
19	Main Road	931	0%	34	0%
20	New Lennerton Lane	1,688	0%	117	0%
21	Bishopdyke Lane	6,017	0%	211	2%
22	A162, South Milford	13,449	0%	1163	0%
23	Mill Hill Road / Skipworth Road	2,579	1%	115	14%
24	King Rudding Lane	451	15%	56	101%
25	A19 Riccall	20,261	1%	936	10%
26	Wistow Road	2,870	2%	77	57%
27	B1223 / Millgate Service Station	6,992	1%	194	17%
28	Dam Lane	3,268	2%	97	41%
29	Leeds Road	6,941	1%	279	18%

Link	Road	2029 Base+ Construction Traffic- AADT	% increase from 2029 Baseline	2029 Base + Construction Traffic AADT- HGVs	% increase from 2029 Baseline
30	A63, Hambleton	11,805	0%	589	2%
31	Field Lane	510	5%	23	153%
32	St Mary's Approach	730	0%	17	0%
33	Selby Road / A63 Monk Fryston	10,097	1%	437	10%
34	Fairfield Lane	24	0%	2	0%
35	Betteras Hill Road	119	0%	7	0%
36	Main Street	8,632	1%	447	10%
37	Hillam Road / Hillam Lane	1,082	6%	49	134%
38	Rawfield Lane	495	5%	30	89%
39	Birkin Lane	597	0%	14	0%
DfT1	A63	20,688	1%	3575	2%
DfT2	A19 (North)	10,783	1%	109	6%
DfT3	A19 (South)	10,283	1%	985	1%
DfT4	A1(M)	52,020	0%	9573	1%
DfT5	Gateforth New Road	930	12%	44	85%

Abnormal Loads

14.10.33 An abnormal load assessment report has been prepared and is attached in Annex C of Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**]. This identifies the routes the abnormal loads are expected to take and any required mitigation measures.

14.10.34 The Abnormal Indivisible Load (AIL) movements associated with the Solar Development Sites are summarised in Table 14-26.

Table 14-26 Abnormal Load movements to Solar Development Sites

Solar Development Site	Number of AIL movements
Solar Development Site 1	2
Solar Development Site 2	5
Solar Development Site 4	3

14.10.35 In addition, there will be deliveries of cable drums to the cable route corridor which are considered AILs. There will be approximately 156 AIL movements associated with cable drum deliveries over the length of the Cable Route Corridor.

14.10.36 Based on the cable route access locations, and the AIL routes identified, the approximate number of AIL movements on the main routes to the Cable Route Corridor are shown in Table 14-27.

Table 14-27 Abnormal Load Movements to Cable Route Corridor

Access Route	Number of AIL movements
A162 from M62	33
A162 North of A163 (and B1222)	39
A63	45
A19 Total (North and South of Escrick)	39
A19 South of Escrick	18

14.10.37 The final number of AIL movements will be determined during detailed design and may be less than forecast.

14.10.38 AIL movements will be managed by a specialist haulage company so that the potential effects are mitigated. In addition, to ensure minimal impact upon on the local road network, AIL vehicle movements will be undertaken during off-peak times and delivered in convoy, whenever practicable, to minimise incidents of disruption. This will be coordinated with the local highways authorities and police prior to being undertaken, with the final routes subject to agreement with highways authorities.

Area of Assessment

14.10.39 The IEMA Guidelines set out two rules which will be used as threshold impacts to define the scale and extent of the assessment, as follows:

1) Rules 1: Include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%).
2) Rule 2: Include highway links of high sensitivity where traffic flows have increased by 10% of more.

14.10.40 Links that fit Rules 1 and 2 of the IEMA Guidelines and require further assessment are shown in Table 14-28.

Table 14-28 Percentage Change and 2029 Baseline Traffic Flows - Further Assessment

Link	Sensitivity	Base 2029	Total vehicle	HGVs
Austfield Lane	Low	831	3%	52%

Link	Sensitivity	Base 2029	Total vehicle	HGVs
Roe Lane	Medium	564	14%	30%
Haddlesey Road	Medium	355	22%	69%
Birkin Road	High	516	15%	26%
Wheldrake Lane	Low	1,516	6%	35%
Phillip Lane, Hambleton	Low	29	55%	70%
Common Lane, Hambleton	Low	50	48%	297%
Common Lane, South Milford	High	292	10%	32%
King Rudding Lane	Low	393	15%	101%
Wistow Road	Medium	2,812	2%	57%
Dam Lane	Low	3,210	2%	41%
Field Lane	Low	486	5%	153%
Hillam Road / Hillam Lane	Low	1,024	6%	134%
Rawfield Lane	Low	471	5%	89%
Gateforth New Road	Medium	829	12%	85%

14.10.41 During the construction phase, the majority of the roads within the Study Area see an increase of less than 30% in total vehicle traffic, with the exception of Phillip Lane and Common Lane in Hambleton. Both links have low baseline 2029 flows of 29 AADT and 50 AADT respectively. The IEMA guidelines note that when baseline traffic flows are very low, substantial percentage increases should be considered cautiously, as increases may not result in significant severance impacts. Consequently, even traffic flow increases exceeding 30% could result in severance effects that would still be considered slight, as the baseline position was low.

14.10.42 In terms of HGVs, the roads identified within the assessment that have high percentage increase in the number of HGVs, often have the lowest numbers of HGVs in the 2029 baseline. The roads that experience a high percentage change in HGVs have a HGV AADT (daily total flow) of between 5 and 21 HGVs.

14.10.43 The Study Area identified alternative routes that provide access to the wider strategic network and could be used construction traffic. The alternative route to the A1(M) and M62(M) for example would be via Birken Lane to access the M62 Junction 33 Ferrybridge services. Birkin Lane has a baseline traffic flow of 597 trips per day. If this was to be assessed further (i.e. experienced an increase of more than 30%), the route would have to be used as an alternative route by 179 of the construction vehicles each day. This is considered unlikely, based on the forecast increase trips on other routes.

14.10.44 Another alternative route to the A1(M) / M62 (M) would be via Hillam Lane. This is already included within the assessment (Table 14-28) due to the increase in HGV movements associated with the cable route corridor. Likewise, an

alternative route to the strategic network is via the A19 at Chapel Haddlesey. This route is also already assessed as the access route to Solar Development Site 4, The only other alternative route identified that ~~is~~was not already included within the original assessment is the Gateforth New Road connection the A63. This would provide an alternative route to the A63 through Hambleton that is forecast to have an additional 24 vehicle trips per day on the route; this scale of trip generation is not considered to require further assessment. As Gateforth New Road could also be used to provide access to Solar Development Site 4, the route has now been included in the assessment.

14.10.45 The IEMA Guidelines note that a change in traffic of less than 10% is considered to have no discernible environmental effect, given that daily variations in background traffic flow may fluctuate by this amount.

Severance

14.10.46 To consider whether this potential change in traffic flows would have a severance effect, judgement has to be made on the magnitude of change in accordance with IEMA guidance (see Table 14-11) and the sensitivity of receptors.

14.10.47 The receptors are users of the roads (pedestrians, cyclists, bus passengers, car drivers and freight drivers) within the Study Area. The receptor sensitivity within the Study Area is generally deemed to be between low and medium as there are residential areas and public land uses, but the roads have few direct frontage accesses and have capacity to accommodate change. Common Lane in South Milford is one of two routes with high receptor sensitivity as it has no footways, but is well used by pedestrians and cyclists. The assessment shows that during the construction period, traffic flows would increase by 10%, with a 32% increase in HGVs. The other is Birkin Road, which passes through West Haddlesey and in particular the sensitive receptor of Chapel Haddlesey Primary School. The assessment shows that on average across the construction period, traffic flows would increase by 15%, with a 26% increase in HGVs.

14.10.48 Severance is the perceived division that can occur within a community when it becomes separated by major transport infrastructure. The term is used to describe a complex series of factors that separate people from place and other people.

14.10.49 To consider whether the potential change in traffic flows would have a severance effect, professional judgement has to be made balancing the magnitude of change with receptor sensitivity. The severance thresholds, as outlined in Table 14-11, indicate that a 30-60% change in total traffic is categorised as low, with a 60 – 90% scale of change in traffic flows classed as medium.

14.10.50 The IEMA guidance states that pedestrians are less sensitive to changes in traffic if there are adequate footways and crossing facilities. However, links where there will be high concentrations of sensitive locations (such as hospitals, schools and tourist attractions) are likely to be highly sensitive to changes in traffic flow unless there is separation from traffic.

14.10.51 Table 14-28 identifies where the change in traffic flows during the construction period exceed the IEMA thresholds and which links are therefore included in the assessment. Phillip Lane and Common Lane, Hambleton experience the highest proportion change in traffic flows, but are still within the 'low' magnitude of change category for severance (between 30 – 60%).

14.10.52 Both links are also classed as low sensitivity as there are minimal frontages along the routes. The effects on severance during the construction phase will be temporary, and of reasonably low impact**.** Moreover**,** the proportionate change in trips is high given the low baseline. Overall the impact is deemed to be minor and not significant as it is temporary in nature. It is considered that no additional mitigation measures are required.

14.10.53 Common Lane and Birkin Road, which both have high receptor sensitivity to change, experience a 10% and 15% change in traffic flows respectively, which is within the 'negligible' magnitude of impact category for the severance assessment. Therefore, on balance, the severance impact is **not significant**.

Driver delay

14.10.54 During the construction phase, should all the Solar Development Sites and the cable route corridor be constructed simultaneously, there could be an average of ~~790~~750 daily vehicle movements in total (two-way) to the sites, including ~~291~~251 HGVs.

14.10.55 At peak periods of construction, total daily movements could reach 1,110, including 322 HGVs.

14.10.56 The IEMA guidelines note that driver delays are only likely to be 'significant' when the traffic in the network surrounding the development is already at, or close to, the capacity of the system.

14.10.57 The IEMA guidance does not define the magnitude of impact for driver delay. Therefore, for the purpose of this report, professional judgement has been used to determine the impact of driver delay, alongside consultation with NYC and NH, and traffic flow data.

14.10.58 The only location within the Study Area that has been identified as operating at capacity is the A63 / A162 roundabout junction. Both the A63 and A162 are routes that provide access to a number of residential areas, and are classified as being of medium sensitivity to change.

14.10.59 NYC highlighted that they are looking at upgrades to the junction to create additional highway capacity to accommodate existing traffic, and future traffic related to local developments.

14.10.60 Construction vehicles and staff trips accessing sites 2, 6 and 7 are forecast to route via the A63/A162 Monk Fryston roundabout, accumulating to 198 daily two-way movements at this junction. Whilst this roundabout is currently at capacity and adding 198 daily trips could exacerbate driver delay, engagement with NYC indicated planned junction improvements that are expected to be complete prior to the start of construction works (2028).

14.10.61 These junction improvements would increase the junction capacity and significantly reduce the likelihood of driver delay at the junction. The magnitude of change of the small daily increase in trips would therefore be negligible, and the effect not significant.

14.10.62 Should these junction improvements not be completed ahead of the Proposed Development's construction phase, the additional trips could increase driver delay. However, as outlined in the Transport Assessment (Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**]) the additional trips generated by the Proposed Development would be a small proportion of the future baseline traffic flows, and a small proportionate increase when compared with the trips that are forecast to be generated by nearby committed developments.

14.10.63 Mitigation in the oCTMP [**EN0110012/APP/LVS/07.12**], including measures to manage construction vehicle arrival and departure times to avoid the network peak hours, will further minimise the magnitude of any potential driver delay impact.

14.10.64 On balance, as the roads are considered of medium sensitivity to change, and the increase in traffic during construction is temporary, it is expected that there could be a **minor adverse** impact on driver delay, with the magnitude of impact being **negligible,** which is not significant. It is considered that **no** additional mitigation measures are required in addition to those committed to in the oCTMP, and as such residual effects remain as reported.

Pedestrian and Cyclist Amenity

14.10.65 The IEMA guidance notes that a doubling or halving of traffic flows (or the HGV composition) on a link could lead to perceptible negative or positive impacts upon pedestrian and cyclist amenity.

14.10.66 Only Phillip Lane in Hambleton sees an increase in overall traffic of 50% and therefore the assessment has looked at where HGV flows are forecast to increase by more than 50% (as this also includes Phillip Lane).

14.10.67 Table 14-29 shows the links within the Study Area where HGV trips are forecast to increase by more than 50%.

Table 14-29 HGV Increase >50%

Link	Sensitivity	Base 2029	Total vehicle	HGVs
Austfield Lane	Low	831	3%	52%
Haddlesey Road	Medium	355	22%	69%
Phillip Lane, Hambleton	Low	29	55%	70%
Common Lane, Hambleton	Low	50	48%	297%
King Rudding Lane	Low	393	15%	101%
Wistow Road	Medium	2,812	2%	57%

Link	Sensitivity	Base 2029	Total vehicle	HGVs
Field Lane	Low	486	5%	153%
Hillam Road / Hillam Lane	Low	1,024	6%	134%
Rawfield Lane	Low	471	5%	89%
Gateforth New Road	Medium	829	12%	85%

14.10.68 The findings are summarised as follows:

1) Austfield Lane provides access to Solar Development Site 3, and could also be used to access the cable route corridor access locations on Hillam Common Lane. It is the latter that has the greatest impact, with 7 HGV movements per day forecast to access the cable route corridor (14 two-way movements). With an additional HGV trip to Site 3, the increase would be approximately 52% on the base HGV traffic of 29 HGVs per day.
2) Haddlesey Road provides access to Solar Development Site 4 and passes through the village of Birkin. It is a lightly trafficked route which just 9 HGV trips in the baseline flows. An additional 6 HGV trips are forecast on average across the construction phase, an increase of 69%.
3) Phillip Lane is proposed as one of the potential access locations into Site 8 which could, at the peak of construction, attract 5 HGV arrivals and 5 departures per day (10 in total, a 70% change), compared with just under 5 HGV movements in total recorded by the baseline surveys during the day
4) Common Lane, Hambleton - There is a cable route corridor access location on Common Lane, located to the west of Hambleton Village. The survey data showed that this route is lightly trafficked, with only 5 HGV movements in total recorded throughout the day. If 7 HGVs access the cable route corridor, as forecast, this would be 14 additional HGV movements (7 in / 7 out) on the road, an increase of 297%.
5) King Rudding Lane contains a cable route corridor compound and a cable route corridor access point. Therefore, a worst case assumption assumes 28 HGV movements in total (two-way) could be added onto the network during the construction period. There are just 28 existing HGVs using the route in the baseline, so the change would be an increase of 101%.
6) Wistow Road contains a cable route corridor compound and a cable route corridor access point. Therefore, a worst case assumption assumes 28 HGV trips could be added onto the network during the construction period. This is a 57% increase from the 49 HGV trips in the 2029 baseline.
7) Field Lane, just south of Hambleton, is a lightly trafficked route which just 9 HGV trips in the baseline flows. A cable route corridor access is located on Field Lane which could add 7 HGV trips (14 two-way) onto Field Lane during the cable route corridor construction period, a 153% increase.
8) Hillam Lane - there is a cable route corridor compound and access location on Hillam Lane which could add 28 HGV trips onto the route during

construction, a large increase given that only 21 HGVs are forecast in the 2029 baseline, a 134% increase.

9) Rawfield Lane contains a cable route corridor access which could add 14 HGV movements in total (two way) onto this route, which would be a 89% increase on the 16 total daily HGV movements recorded by baseline surveys.

10) Gateforth New Road provides access to the Cable Route Corridor and could also be used to access to the northern Solar Development Site 4 accesses. Applying a robust worst-case assumption that all traffic associated with these accesses uses Gateforth New Road would result in approximately 20 two-way HGV movements per day, representing an 85% increase on the existing 2029 baseline HGV flow of 24 HGVs per day (110% during peak construction). These percentage increases should be considered in the context of the relatively low existing HGV flows on the route and the reasonable worst-case assumption applied. In practice, construction traffic would be distributed across access locations and phases of work, reducing impacts at any individual point on the network.

14.10.69 The review of the data and the routes that have a greater than 50% increase in HGVs shows that many of the higher percentage increases are a result of the low baseline flows on the roads within the Study Area.

14.10.70 All roads that have high percentage changes in the number of HGVs, except Haddlesey Road, Gateforth New Road and Wistow Road, have low sensitivity to change. Therefore, the temporary change in traffic composition during the construction phase is expected to result in a **minor adverse** impact on pedestrian and cyclist amenity, with the magnitude of impact being low, which is **not significant**.

Fear and Intimidation

14.10.71 Table 14-30 and Table 14-31 shows the assessment of fear and intimidation by applying a degree of hazard score to assessed links in the 2029 Baseline and 2029 with construction traffic respectively.

14.10.72 The degree of hazard score takes into account the average two-way flow, the HGV composition and the vehicle speed.

14.10.73 It can be seen that the majority of road links within the Study Area have a 'Small' or 'Moderate' level of fear and intimidation (score of less than 40) in both the baseline and 'with construction' scenarios. Those that are classified as having a 'great' level of fear and intimidation are those roads with higher link flows Wheldrake Lane, Wistow Road and Dam Lane.

14.10.74 It should be noted that no speed data is available for Gateforth New Road because this link has been assessed using DfT traffic count data. Since the focus of the assessment is based on the change in speed, it can be reasonably assumed that construction traffic associated with the Proposed Development will

not alter the baseline speed of the route and the assessment is therefore based on change in traffic composition only.

~~14.10.74~~14.10.75 Across all assessed links, there is no step change in category of fear and intimation; all routes assessed are within the same category with the Proposed Development as they are in the future 2029 baseline.

~~14.10.75~~14.10.76 Therefore, the temporary increase in traffic during the construction phase is expected to result in no change in levels fear and intimidation, with the magnitude of impact being negligible, which is **not significant**.

Table 14-30 2029 Baseline fear and intimidation degree of hazard

Link	2029 Traffic Flow (AADT)	Hazard Score	2029 HGV (AADT)	Hazard Score	Vehicle speed	Hazard Score	Total hazard score	Level of fear and intimidation
Austfield Lane	831	10	29	0	37	20	30	Moderate
Roe Lane	564	0	21	0	39	20	20	Small
Haddlesey Road	355	0	9	0	40	20	20	Small
Birkin Road	516	0	25	0	26	10	10	Small
Wheldrake Lane	1,516	20	48	0	45	30	50	Great
Phillip Lane	29	0	5	0	23	10	10	Small
Common Lane, Hambleton	50	0	5	0	28	10	10	Small
Common Lane, South Milford	292	0	17	0	25	10	10	Small
King Rudding Lane	393	0	28	0	33	20	20	Small
Wistow Road	2,812	30	49	0	43	30	60	Great
Dam Lane	3,210	30	69	0	41	30	60	Great
Field Lane	486	0	9	0	39	20	20	Small
Hillam Road / Hillam Lane	1,024	10	21	0	40	20	30	Moderate

Link	2029 Traffic Flow (AADT)	Hazard Score	2029 HGV (AADT)	Hazard Score	Vehicle speed	Hazard Score	Total hazard score	Level of fear and intimidation
Rawfield Lane	471	0	16	0	26	10	10	Small
Gateforth New Road	829	10	24	0	n/a	n/a	10	Small*

Table 14-31 2029 with construction traffic fear and intimidation degree of hazard

Link	2029 + Light Valley (AADT)	Hazard Score	2029 + Light Valley HGV (AADT)	Hazard Score	Vehicle speed	Hazard Score	Total hazard score	Level of fear and intimidation
Austfield Lane	858	10	44	0	37	20	30	Moderate
Roe Lane	642	0	28	0	39	20	20	Small
Haddlesey Road	433	0	15	0	40	20	20	Small
Birkin Road	594	0	34	0	26	10	10	Small
Wheldrake Lane	1,603	20	78	0	45	30	50	Great
Phillip Lane	45	0	9	0	23	10	10	Small
Common Lane, Hambleton	74	0	19	0	28	10	10	Small
Common Lane, South Milford	320	0	23	0	25	10	10	Small
King Rudding Lane	451	0	56	0	33	20	20	Small

Link	2029 + Light Valley (AADT)	Hazard Score	2029 + Light Valley HGV (AADT)	Hazard Score	Vehicle speed	Hazard Score	Total hazard score	Level of fear and intimidation
Wistow Road	2,870	30	77	0	43	30	60	Great
Dam Lane	3,268	30	97	0	41	30	60	Great
Field Lane	510	0	23	0	39	20	20	Small
Hillam Road / Hillam Lane	1,082	10	49	0	40	20	30	Moderate
Rawfield Lane	495	0	30	0	26	10	10	Small
Gateforth New Road	930	10	44	0	n/a	n/a	10	Small*

Hazardous Loads / Large Loads

~~14.10.76~~14.10.77 A number of AIL movements will be required during the construction period. It is forecast that there could be up to 10 movements to the Solar Development Sites and up to 156 movements associated with the Cable Route Corridor.

~~14.10.77~~14.10.78 These movements, which will be spread over the construction period, will be undertaken during off-peak times and delivered in convoy, whenever practicable, to minimise incidents of disruption.

~~14.10.78~~14.10.79 The movement of abnormal loads is also regulated by National Highways and will be subject to separate agreement with the relevant highway authorities and police through the licensing arrangements.

~~14.10.79~~14.10.80 Whilst the above measures will seek to mitigate any impacts associated with AIL movements, there is still potential that there could be some temporary adverse impacts on driver delay and fear and intimidation.

~~14.10.80~~14.10.81 The IEMA guidance does not define the magnitude of impact for driver delay, and therefore professional judgement has been used to determine the impact of driver delay from the AIL trips.

~~14.10.81~~14.10.82 As the movements need to be arranged with the highway authorities, it is expected that the majority of movements will occur outside the network peak hours. Whilst there could be a minor adverse impact on driver delay, the magnitude of impact is considered to be **negligible**, which is not significant.

~~14.10.82~~14.10.83 Similarly, the dispersal of movements across the construction movement will not increase traffic flows to an extent that they alter the hazard score for the assessment of fear and intimidation. An Abnormal Load Assessment has been undertaken by an abnormal load specialist and is included in Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**]. This assessment has identified measures required to facilitate the safe movement of AILs including minor, temporary modifications to the highway such as the removal of street furniture, widening of junctions, and vegetation removal. These locations, referred to as Highways Improvement Areas, are shown in Figure 1.2 (ES Volume 2) [**EN0110012/APP/LVS/06.02.01.02**].

~~14.10.83~~14.10.84 As the frequency of AIL movements will be low, Highway Improvement Areas have been identified, and movements will be managed by a specialist haulage company through prior arrangements with the highway authorities, it is expected that potential impacts on fear and intimidation have been mitigated as far as practicable. The magnitude of impact is therefore **negligible**, which is not significant.

Operational effects

Maintenance

~~14.10.84~~14.10.85 During the operation and maintenance phase of the Proposed Development, each Solar Development Site is expected to receive approximately five maintenance visits per month, typically by LGVs. Although construction compounds will be removed after the construction phase, adequate space will be retained on the access tracks within each site to allow vehicles to turn around safely, preventing the need for reversing onto the highway.

~~14.10.85~~14.10.86 The grid connections within the cable route corridor will have no impact on transport operations, as they will be located underground. Occasional maintenance access may be required, but this is expected to occur only once or twice per year.

~~14.10.86~~14.10.87 Overall, an expected increase of less than 10% on daily traffic is categorised as negligible under the 10% variation outlined in the IEMA's Guidelines for the Environmental Assessment of Road Traffic (Ref 17). As the occasional maintenance trips are expected to be well below the 10% threshold, it is considered that no additional mitigation measures are required, and as such residual effects remain as reported.

Replacement

~~14.10.87~~14.10.88 Alongside regular maintenance trips it is expected that some infrastructure i.e. solar panels and batteries will require replacement during the 60-year life cycle.

~~14.10.88~~14.10.89 The Applicant has provided assumptions for maintenance and replacement of principal parts during the operational phase with more detail on the Operational programme of replacement activities set out in Chapter 2 per Chapter 2: The Proposed Development (ES Volume 1) [**EN0110012/APP/LVS/06.01.02**]:

a) It is expected that the operational life of Solar PV Panels is 40 years or more, and that all the Solar PV Panels will be replaced once during the operational phase. The Solar PV Panels are anticipated to be replaced over a maximum 12 to 24 month period;
b) It is expected that the BESS Compound could be replaced up to five times during the operational phase;
c) Accesses to the Solar PV Sites defined for construction would be used. If any abnormal loads are required for the replacement of equipment, consultation will be carried out and approvals will be sought from the relevant local planning and highways authorities;
d) Components such as Solar PV Mounting Structures, cabling and the Substation are not anticipated to be replaced during the operational phase. No intrusive ground works are anticipated to replace Solar PV Panels or BESS;

e) It is anticipated that the replacement activities for the Proposed Development will create 188 Full Time Equivalent employees, with a peak month requiring up to 541 construction workers on-site during the replacement activities; and
f) Transformers are assumed to have a design life of 30 years, transformers may require replacement once during the lifetime of the Proposed Development although, replacement will only be carried out if required for performance or health and safety reasons.

~~14.10.89~~14.10.90 Based on the assumptions listed above, and noting that the cable route corridor movements are a large proportion of construction traffic movements (and would not form part of the replacement activities), any replacement traffic is expected to result in fewer vehicle trips across the Proposed Development compared to traffic associated with the construction phase for both HGV and total traffic movements.

~~14.10.90~~14.10.91 Furthermore, relevant measures to manage replacement traffic, consistent with the cCTMP are detailed in the oOEMP [**EN0110012/APP/LVS/07.03**]. A high-level replacement programme is set out in Chapter 2: The Proposed Development (ES Volume 1) [**EN0110012/APP/LVS/06.01.02**].

~~14.10.91~~14.10.92 As replacement traffic is expected to be lower than construction traffic this assessment has been based solely on the phase with the highest traffic volumes; the construction phase. This represents a worst-case assessment scenario.

Decommissioning effects

~~14.10.92~~14.10.93 The Proposed Development is expected to have a design life of 60 years. At the end of its operational lifespan, it will be decommissioned. The volume of vehicle movements during decommissioning is not expected to exceed those estimated for the construction phase.

~~14.10.93~~14.10.94 Decommissioning of the Proposed Development could give rise to a similar level of forecast trip generation as the construction phase of the Proposed Development for the Solar Development Sites. Overall, however, there is expected to be less traffic generated as there will be no construction works associated with the Cable Route Corridor. As such, the construction assessment provides a worst-case scenario for any potential effects during the decommissioning phase.

~~14.10.94~~14.10.95 Furthermore, given that the future baseline transport conditions are likely to have changed significantly when the Proposed Development is decommissioned in a manner that cannot be predicted at this early stage, it has been agreed through the EIA Scoping Opinion that that no further assessment of transport and movement be undertaken for the decommissioning phase.

~~14.10.95~~14.10.96 An Outline Decommissioning Environmental Management Plan (oDEMP [**EN0110012/APP/LVS/07.04**]) has been developed. and includes a

commitment that a Decommissioning Traffic Management Plan (DTMP) will be produced and approved prior to the commencement of the decommissioning phase of the Proposed Development.

14.11 Additional mitigation

14.11.1 No additional mitigation is required as the embedded mitigation is considered suffice to reduce the impact of the project activity.

14.12 Residual effects

Construction effects

14.12.1 For the construction phase, temporary low/negligible residual effects are anticipated on, severance, driver delay and pedestrian and cyclist amenity, which is not considered significant.

Operational effects

14.12.2 The operational assessment concluded that the expected increase in daily traffic would be well below the 10% assessment threshold and therefore the operational assessment of traffic and movement has been scoped out.

Decommissioning effects

14.12.3 As with operational effects, the assessment of traffic and movement during the decommissioning stage has been scoped out

14.13 Monitoring

14.13.1 There is no monitoring proposed in relation to the traffic and movement effects given the predicted scale of change on the Local Road Network (LRN)/SRN.

14.13.2 The oCTMP [**EN0110012/APP/LVS/07.12**] does however place a requirement on the Contractor to undertake monitoring as necessary to ensure compliance with the requirements of the final CTMP, and which will include the maintenance of records and traffic management measures. The detailed CTMP will be reviewed on a regular basis to ensure proper adherence by construction staff.

14.14 Summary

14.14.1 Table 14-32 presents a summary of the identified impacts, mitigation and likely effects of the Proposed Development on traffic and movement, detailing further mitigation requirements and residual effects. The table has been subdivided into effects for construction, operation and decommissioning.

Table 14-32 Traffic and movement - Preliminary assessment summary

	Receptor/aspect and sensitivity /value /importance	Description of impact	Magnitude	Significance of effect	Additional mitigation	Residual effect and significance
Construction						
Severance	Generally low-medium	Impact is to be temporary and of low impact	Low	Minor adverse (not significant)	No additional mitigation measures required – embedded mitigation secured in oCTMP [**EN0110012/APP/LVS/07.12**] .	Minor adverse (not significant)
Driver delay	Generally low-medium	Impact is to be temporary but could be some minor adverse impact (particularly if on-road cabling required)	Negligible	Minor adverse (not significant)	No additional mitigation measures required – embedded mitigation secured in oCTMP [**EN0110012/APP/LVS/07.12**] .	Minor adverse (not significant)
Pedestrian and cyclist amenity	Generally low-medium	Impact is to be temporary but could be some minor adverse impact (particularly if on-road cabling required)	Low	Minor adverse (not significant)	No additional mitigation measures required – embedded mitigation secured in oCTMP [**EN0110012/APP/LVS/07.12**] .	Minor adverse (not significant)
Fear and intimidation	Generally small or moderate	Impact is to be temporary and of negligible impact	Negligible	Negligible (not significant)	No additional mitigation measures required – embedded mitigation secured in oCTMP	Negligible (not significant)

	Receptor/aspect and sensitivity /value /importance	Description of impact	Magnitude	Significance of effect	Additional mitigation	Residual effect and significance
					[**EN0110012/APP/LVS/07.12**] .	
Hazardous loads/large loads	Generally low-medium	Impacts on driver delay and fear and intimidation, but would be temporary	Negligible	Negligible (not significant)	No additional mitigation measures required. AIL movements regulated which should mitigate potential impacts as far as practicable.	Negligible (not significant)
Accidents and safety				Scoped out of assessment		
Operation						
Severance				Scoped out of assessment		
Driver and pedestrian delay				Scoped out of assessment		
Pedestrian and cyclist amenity				Scoped out of assessment		
Fear and intimidation				Scoped out of assessment		
Accidents and safety				Scoped out of assessment		
Hazardous loads/large loads				Scoped out of assessment		
Decommissioning						
Severance				Scoped out of assessment		
Driver and pedestrian delay				Scoped out of assessment		
Pedestrian and cyclist amenity				Scoped out of assessment		
Fear and intimidation				Scoped out of assessment		
Accidents and safety				Scoped out of assessment		
Hazardous loads/large loads				Scoped out of assessment		

14.15 Cumulative assessment

14.15.1 This section presents an assessment of cumulative effects between the Proposed Development and other proposed and committed plans and projects.

14.15.2 This assessment has been made with reference to the methodology and guidance set out in Chapter 17: Cumulative and In-Combination Effects (ES Volume 1) [**EN0110012/APP/LVS/06.01.17**] and the shortlist of cumulative plans and projects identified within Chapter 17. The developments listed within Chapter 17 have been considered, and those deemed within the zone of influence for this chapter's assessment (share the same transport routing or are within close proximity to the Proposed Development) have been listed in Table 14-33.

14.15.3 If the trip generation was expected to be small, or there was no data provided on trip generation, the developments have not been considered within the assessment.

14.15.4 For individual receptors, this cumulative effect assessment identifies where the predicted effects of the Proposed Development could interact with effects arising from other plans and/or projects based on a spatial and/or temporal basis.

14.15.5 Plans and projects identified within Chapter 17 (ES Volume 1) [**EN0110012/APP/LVS/06.01.17**] which have the potential to result in cumulative effects on traffic and movement are set out in Table 14-33 and considered below.

14.15.6 These committed developments that would use routes within the Study Area have been identified and any additional vehicle trips on those routes have been included in an additional scenario (2029 future baseline plus cumulative developments) which considers the cumulative effects of the Proposed Development with other committed and planned developments.

14.15.7 In addition to committed developments that have planning consent, the cumulative scenario includes any projects identified within Chapter 17 (ES Volume 1) [**EN0110012/APP/LVS/06.01.17**] that are likely to come forward, where sufficient information exists.

Table 14-33 Plans and projects relevant to the traffic and movement cumulative assessment

Application reference	Description	Distance from the Proposed Development	Potential cumulative effects
Demolition of existing property and erection of 27 dwellings(ZG2023/0888/FULM)	This development includes the demolition of an existing single property and the residential development of 27 dwellings with associated	1.1 km northwest of Solar Development Site 3. 910 m north of CRC 4-POC.	There will be some overlap with the access routes within the Study Area that links to the A63. The predicted trip generation is an additional 157 trips per day. These trips are included in the Future Baseline Cumulative scenario. This development could have

Application reference	Description	Distance from the Proposed Development	Potential cumulative effects
	landscaping and infrastructure works		cumulative effects on driver delay and severance.
Outline planning application for residential development of 110 dwellings (ZG2023/1356/OUTM)	This development includes the development of up to 110 dwellings and associated infrastructure	1.05 km southeast of Solar Development Site 8. 665 m northwest of CRC 1-4.	There will be some overlap with the Study Area that links to the A63. The development is forecast to generate 490 trips per day. Construction is anticipated to conclude in 2028, so the development trips will be on the network by the time of construction of the Proposed Development. These trips have been included in the Future Baseline Cumulative scenario and could have cumulative effects on driver delay and severance.
Outline Application for up to 156 dwellings (2022/0665/OUTM)	This proposal is for the development of up to 156 dwellings	1.15 km from Solar Development Site 8. 280 m north of CRC 1-4.	There will be overlap with the access routes as a large proportion of the vehicle traffic is to use the A63. The site is expected to generate 877 trips per day. These trips are included in the Future Baseline Cumulative scenario.
Gascoigne Wood Power Plant (2021/1531/EIA)	This proposal includes the development of up to 1,460,000sq ft of employment floorspace comprising of Class B2, B8 and E(g).	60 m north of Solar Development Site 7. 660 m north of CRC 2-6.	Located adjacent to Solar Development Site 8 and shares the use of the A63, A1(M). The development is expected to generate approximately 1,192 movements per day and could have cumulative effects on driver delay and severance. These trips have been added to the Future Baseline Cumulative scenario.
Outline application for development of 145 dwellings (ZG2023/0358/OUTM)	This development is for the erection of up to 145 residential dwellings, including new road access form A1238 Leeds Road	2.65 km southeast of Solar Development Site 8. 190 m northeast of CRC 1-4.	The site is accessed by Leeds Road via the A63/Leeds Road/Thorpe Willoughby roundabout. There will be some overlap with trips within the Study Area that travel via the A63. The predicted daily trip generation is estimated to be an additional 938 trips per day. These Trips have been included in the Future Baseline Cumulative scenario.

Application reference	Description	Distance from the Proposed Development	Potential cumulative effects
Erection of 62 residential dwellings (ZG2025/0837/S73ZG2023)	The development is for the erection of 62 residential dwellings, formation of roads and associated infrastructure	1.6 km southeast of Solar Development Site 8. 465 m northwest of CRC 1-4.	Access to the site will be from Gateforth Lane via the A63 Main Road, resulting in overlap with the access routes within the Study Area that utilise the A63. The daily trip generation equates to 384 additional trips. These trips are included in the Future Baseline Cumulative scenario.
Demolition of buildings, new road bridge and residential development (2022/0099/FULM	The development includes the demolition of existing buildings and structures and the erection of a vehicle bridge and 187 residential dwellings.	5 km east of Solar Development Site 8. 1.2 km southeast of CRC 1-4.	The site is in proximity to the Study Area, resulting in overlap, with access to the site from Meadway via the A123 Leeds Road and the A19. There would be an expected 1078 additional trips generated by the proposal; these trips have been added to the Future Baseline Cumulative scenario.
Outline application for development of 140 dwellings (ZG2023/0551/OUTM)	This application is for the development of 140 dwellings and associated infrastructure.	2.6 km east of Solar Development Site 8. 0 m (adjacent to CRC 1-4).	There will be overlap with the Study Area as the proposal is situated in proximity to Solar Development Sites 2 and 4. The main access to the site is via Leeds Road via an existing roundabout with the A63. The development is expected to generate 802 trips per day, which could have cumulative effects on driver delay and severance. These trips have been included in the Future Baseline Cumulative scenario.
Outline application for development of up to 99 dwellings and all other works (ZG2025/0840/OUTM)	Development of up to 99 dwellings and all other works.	4.5 km northeast of Solar Development Site 8. 1.05 km north of CRC 1-4	The development, currently awaiting a decision, is in proximity to the cable route corridor at Wistow where movements may share Wistow Road towards Selby. Based on trip rates included in the Transport Assessment, the development is expected to bring an additional 532 daily movements to the local road network. These movements are included in the Future Baseline Cumulative scenario.

Application reference	Description	Distance from the Proposed Development	Potential cumulative effects
Erection of up to 75. residential dwellings and associated works (ZG2025/1019/FULM)	Development of up to 75 dwellings	1.55 km southeast of Solar Development Site 8. 30 m northwest of CRC 1-4	This application is currently awaiting a decision. The development is located in Hambleton, in close proximity to the Cable Route Corridor and accesses to Solar Development Site 8. Impacted routes include the A63. The Transport Assessment for this development outlines daily trip rates, totalling 430 daily trips. These movements are included in the Future Baseline Cumulative scenario.
Outline application for the development of up to 300 dwellings with drainage, access, open space, landscaping and associated infrastructure (ZG2025/0982/OUTM)	300 dwelling development	2.4 km north of Solar Development Site 7. 2.75 km north of CRC 6-7	Application is currently awaiting a decision. The development is located in Sherburn-in-Elmet, sharing the Study Area routes along the A162. This may impact routing to Solar Development Site 8. Trip rates included in the Transport Assessment assume 1490 trip movements will be added to the local road network. These movements are located in the Future Baseline Cumulative scenario.
Reserved matters application for employment floor space (ZG2025/0711/S73)	Erection of employment floor space (Use Class B2/B8/ E(g)(i), with ancillary office accommodation; parking and servicing areas and landscaping.	1.35 km northeast of Solar Development Site 6. 1.75 km northeast of CRC 6-7.	The development is located at Sherburn airfield, sharing access routes B1222 and A162 to the wider road network. Based on a trip rate calculation, the development is expected to generate 957 daily movements. These movements are located in the Future Baseline Cumulative scenario.
Outline planning application for the construction of up to 180 dwellings (ZG2025/0983/OUTM)	Development of up to 180 dwellings (Class C3)	400 m west of Solar Development Site 7. 630 m west of CRC 6-7	The application is currently awaiting a decision. The development is located at South Milford on the A162. Traffic to the development would impact routing to the Cable Route Corridor, Solar Development Sites 6, 7, and 8. Based on trip rates set out in the Transport Assessment, the development will generate 902 total

Application reference	Description	Distance from the Proposed Development	Potential cumulative effects
			daily trips. These movements are included in the Future Baseline Cumulative scenario.
Section 73 application to vary conditions for development of 168 residential caravan park (2021/1162/S73)	Development of 168 residential homes on caravan park.	2.8 km northeast of Solar Development Site 4. 724 m southeast of CRC 1-4.	The development is located at Gateforth Park residential park, south of Thorpe Willoughby. This development will impact routing to the cable route corridor on Gateforth New Road. Based on a trip rate calculation, the development is expected to generate 564 daily trip movements. These movements are included in the Future Baseline Cumulative scenario.
Planning application for 106 residential dwellings () and Residential Allocation North Yorkshire Council (Selby) - Selby New Local Plan (unadopted) SHERBURN/011	Planning application for 106 residential dwellings awaiting decision	670 m northwest of Solar Development Site 7. 1 km northwest of CRC 6-7	This scheme was refused, but an appeal was accepted on 22/04/2025. The development is located in Sherburn-in-Elmet, with access provided on the A162 impacting routes to Solar Development Site 8. Based on trip rates set out in the Transport Assessment, the development will generate 561 daily trips. These movements are included in the Future Baseline Cumulative scenario.
Application for Solar development with co-located Battery Energy Storage System (ZG2024/1129/FULM)	Solar development	1.55 km east of Solar Development Site 8. 100 m north of CRC 1-4.	The development is located next to the cable corridor to the north of Thorpe Willoughby. Development trips will use Scalm Lane, potentially overlapping with routes to Solar Development Site 8 and the cable route corridor. Based on trip rates set out in the Transport Assessment, the development is expected to generate 70 daily HGV trips during construction. These movements are included in the Future Baseline Cumulative scenario.

14.15.8 Traffic movements associated with these cumulative schemes have been taken from the data available in each individual Transport Assessment. If the daily traffic

forecasts were not provided in each TA, factors to derive daily vehicle movements were applied, together with assumptions on the likely traffic movements that might occur during the construction year (2029) and to remove any traffic that may already be on the network due to schemes already (partially) being occupied during the 2025 traffic surveys, which were undertaken to inform this assessment. The methodology to calculate traffic impacts associated with the committed developments is outlined in Appendix 14.1: Transport Assessment (ES Volume 3) [**EN0110012/APP/LVS/06.03.14.01**].

14.15.9 Table 14-34 details the daily movements from the cumulative developments within proximity to the Proposed Development.

Table 14-34 Summary of Vehicular Movements generated by Cumulative Developments

Ref Number	Cumulative Development	Total Daily Movements
ZG2023/0888/FULM	Land off Main Street, Hillam	157
ZG2023/1356/OUTM	Land Off Snowdrop Rise, Hambleton North Yorkshire	490
2022/0665/OUTM	Land At Manor Farm Chapel Street, Hambleton, Selby	877
2021/1531/EIA	Gascoigne Wood Power Plant	1,192
ZG2023/0358/OUTM	Land South of Leeds Road, Thorpe Willoughby	938
ZG2023/1033/FULM	Land East of Gateforth Lane	384
2022/0099/FULM	Land North of Meadway	1,078
ZG2023/0551/OUTM	Land North of Leeds Road	802
ZG2025/0840/OUTM	Land near Wistow	532
ZG2025/1019/FULM	Land Off Gateforth Lane	430
ZG2025/0982/OUTM	Land At Tadcaster Road	1,490
ZG2025/0711/S73	Land At Former Airfield, Lennerton Lane	957
ZG2025/0983/OUTM	Land At Low Street To South Milford By-pass	902
2021/1162/S73	Land at Gateforth Park Residential Park	564
ZG2023/0774/FULM	Land South Of Bartlett View	561
ZG2024/1129/FULM	Land Immediately South of Scalm	70

14.15.10 It can be seen from Table 14-34 that the nearby cumulative developments are forecast to generate a significant number of movements onto the local highway network.

14.15.11 The key overlap is the Gascoigne Wood Power Plant (2021/1531/EIA) development which is forecast to add over 1,000 trips onto the routes in the west of the Study Area including the A162 and A63.

14.15.12 The assessment of the Proposed Development movements identified that these routes were found to be impacted in the assessment of driver and pedestrian delay, but with no effects forecast on severance, pedestrian and cyclist amenity or fear and intimidation.

14.15.13 The addition of the cumulative development movements would further add to the magnitude of impact on driver and pedestrian delay.

14.15.14 The findings on driver delay were on the basis that the A63/A162 roundabout is at capacity, with NYC developing proposals to upgrade the junction to accommodate trips associated with committed developments, including the proposals at Gascoigne Wood. The Proposed Development could add 120 movements in total to the A63 Main Street arm of the junction (60 in / 60 out), and 44 movements to the A162 northern arm (22 in / 22 out).

14.15.15 If the roundabout upgrades have been implemented to accommodate the forecast growth in traffic associated with the committed developments, the cumulative impact on driver and pedestrian delay would be negligible, which would not be significant.

14.15.16 If the proposed improvements are not in place prior to commencement of construction, and if the trips associated with the committed developments are on the network, then the cumulative impact on driver delay could be categorised as **medium to high adverse impact**, which would be significant.

14.15.17 However, the impact associated with the Proposed Development can be mitigated with measures detailed in the oCTMP [**EN0110012/APP/LVS/07.12**] including avoiding peak hour travel and the use of alternative routes to access the strategic network.

14.15.18 The preparation of the detailed CTMP will include a review of the construction phasing of all the committed developments and associated highway improvements and confirm the Applicant's proposals in respect of movements at the A63/A162 Monk Fryston Roudabout. With mitigation to reduce the magnitude of change, the residual cumulative effects would be minor adverse, which is not significant.

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