



**WHITESTONE**  
solar farm

# WHITESTONE SOLAR FARM

## Volume 6: Environmental Statement

### 6.20 Appendix 13.1: Legislation, Policy and Guidance

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**Planning Act (2008)**  
Infrastructure Planning (Applications:  
Prescribed Forms and Procedure  
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## ENVIRONMENTAL STATEMENT

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## Glossary

Term	Meaning
<i>ES</i>	The Environmental Statement which presents the environmental information relating to the Proposed Development. The ES has been prepared to present information for formal consultation in accordance with current EIA regulation.
<i>The Applicant</i>	Whitestone Net Zero One Ltd.
<i>The Application</i>	The Application submitted to the Secretary of State for Energy Security and Net Zero for a Development Consent Order.
<i>The Proposed Development</i>	The proposed Whitestone Solar Farm.

## Acronyms

Acronym	Meaning
<i>CDC</i>	City of Doncaster Council
<i>DCC</i>	Derbyshire County Council
<i>DfT</i>	Department for Transport
<i>DMRB</i>	Design Manual for Roads and Bridges
<i>EIA</i>	Environmental Impact Assessment
<i>ES</i>	Environmental Statement
<i>HGV</i>	Heavy Goods Vehicles
<i>IEMA</i>	Institute of Environmental Management and Assessment
<i>ISEP</i>	Institute of Sustainability and Environmental Professionals
<i>LTP3</i>	Local Transport Plan 3
<i>NPPF</i>	National Planning Policy Framework
<i>NPS</i>	National Planning Statement
<i>PPG</i>	Planning Practice Guidance
<i>RMBC</i>	Rotherham Metropolitan Borough Council
<i>RTS</i>	Region Transport Strategy
<i>TA</i>	Transport Assessment
<i>TS</i>	Transport Statement

# 13.1 LEGISLATION, POLICY AND GUIDANCE

## Legislation

### Infrastructure Planning (Environmental Impact Assessment (EIA)) Regulations 2017, Regulation (5)(2)

- 13.1.1 This regulation outlines the requirement for an EIA to *“identify, describe and assess in an appropriate manner, in light of each individual case, the direct and indirect significant effects of the proposed development on the following factors— (a) population... (d) material assets, cultural heritage; (e) the interaction between the factors referred to in (a) to (d)”*.
- 13.1.2 To some extent, it is considered that there are interactions between the effects of traffic and transport and the factors listed above.

## National Planning Policy

### Overarching National Policy Statement (NPS) for Energy (EN-1) 2025<sup>1</sup>

- 13.1.3 Details of specific policies within EN-1 that are considered relevant to traffic and transport are set out in **Table 13.1** below:

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**Table 13.1: Relevant EN-1 Policies**

Requirement of NPS	Consideration within Chapter
<p><b>EN-1, paragraph 5.14.1</b> states: <i>“The transport of materials, goods, and personnel to and from a development during all project phases can have a variety of impacts on the surrounding transport infrastructure and potentially on connecting transport networks, for example through increased congestion. Impacts may include economic, social, and environmental effects.”</i></p>	<p><b>Environmental Statement (ES) Volume 2, Chapter 13: Traffic and Transport [EN0110020/APP/6.13]</b> considers all relevant potential transport impacts during the construction, operation and maintenance, and decommissioning of the Proposed Development.</p>
<p><b>EN-1, paragraph 5.14.2</b> states: <i>“Environmental impacts may result particularly from trips generated on roads which may increase noise and air pollution as well as greenhouse gas emissions”.</i></p>	<p>Traffic-related noise is considered in <b>ES Volume 2, Chapter 14: Noise and Vibration [EN0110020/APP/6.14]</b>, and traffic-related air quality impacts are considered in <b>ES Volume 2, Chapter 12: Air Quality [EN0110020/APP/6.12]</b>. Greenhouse gas emissions associated with the Proposed Development are considered in <b>ES Volume 2, Chapter 11: Climate Change and Greenhouse Gas Emissions [EN0110020/APP/6.11]</b>.</p>
<p><b>EN-1, paragraph 5.14.3</b> states: <i>“Disturbance caused by traffic and abnormal loads generated during the construction phase will depend on the scale and type of the proposal.”</i></p>	<p>An initial Abnormal Load Route Feasibility Study has been undertaken to identify and assess potential routes to the Site and to demonstrate the viability of delivering abnormal loads associated with the Proposed Development. This study has informed the preliminary access strategy and confirmed that suitable routes are available, subject to agreement with the relevant highway authorities.</p> <p>Abnormal load movements will be undertaken in accordance with the relevant abnormal load notification procedures and licensing requirements, including consultation with National Highways, Rotherham Metropolitan Borough Council and Doncaster Council, together with other relevant stakeholders as necessary. This will be secured through the <b>outline Construction Traffic Management Plan (oCTMP) [EN0110020/APP/5.12]</b>.</p>

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Requirement of NPS	Consideration within Chapter
<p><b>EN-1, paragraph 5.14.4</b> states: <i>“The consideration and mitigation of transport impacts is an essential part of Government’s wider policy objectives for sustainable development as set out in Section 2.5 of this NPS.”</i></p>	<p>Section 13.6 of <b>ES Volume 2, Chapter 12: Air Quality [EN0110020/APP/6.12]</b> identify the approach to mitigation for the Proposed Development.</p> <p>An <b>oCTMP [EN0110020/APP/5.12]</b>. This plan will be developed further in consultation with the relevant planning authority prior to the commencement of construction.</p>
<p><b>EN-1, paragraph 5.14.5</b> states: <i>“If a project is likely to have significant transport implications, the applicant’s ES should include a vision for transport and an assessment of potential transport impacts.”</i></p>	<p><b>ES Volume 2, Chapter 13: Traffic and Transport [EN0110020/APP/6.13]</b> has been produced in accordance with current transport guidance (referenced later within Section 13.2) and this is evidenced throughout this document.</p> <p>A Transport Statement (TS) has been prepared (<b>ES Volume 3, Appendix 13.2: Transport Statement [EN0110020/APP/6.20]</b>) in accordance with the methodology stipulated in Planning Practice Guidance<sup>2</sup> (PPG) (March 2014).</p>
<p><b>EN-1, paragraph 5.14.7</b> states: <i>“National Highways and Highways Authorities are statutory consultees on NSIP applications including energy infrastructure where it is expected to affect the strategic road network and / or have an impact on the local road network. Applicants should consult with National Highways and Highways Authorities as appropriate on the assessment, including any reasonable future tested scenarios and mitigation to inform the application to be submitted.”</i></p>	<p>Consultation undertaken to-date is summarised in Table 13.1, 13.3 and 13.4 of <b>ES Volume 2, Chapter 13: Traffic and Transport [EN0110020/APP/6.13]</b>.</p>
<p><b>EN-1, paragraph 5.14.8</b> states: <i>“The applicant should prepare a travel plan adopting a vision-led approach to identify demand management and monitoring and fall-back measures that proactively mitigate transport impacts by providing details of proposed measures to improve access by active, public and shared transport to:</i></p> <ul style="list-style-type: none"> <li>• <i>Reduce the need for parking associated with the proposal;</i></li> </ul>	<p>Section 13.6 of <b>ES Volume 2, Chapter 13: Traffic and Transport [EN0110020/APP/6.13]</b> identify the approach to mitigation for the Proposed Development.</p> <p>An <b>oCTMP [EN0110020/APP/5.12]</b> is included with the Application.</p>

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Requirement of NPS	Consideration within Chapter
<ul style="list-style-type: none"> <li>• <i>Contribute to decarbonisation of the transport network; and</i></li> <li>• <i>Improve user travel options by offering genuine modal choice.</i></li> </ul>	
<p><b>EN-1, paragraph 5.14.10</b> states: <i>“If additional transport infrastructure is needed or proposed, it should always include good quality walking, wheeling and cycle routes, and associated facilities (changing/storage etc.) needed to enhance active transport provision.”</i></p>	<p>Additional transport infrastructure proposed as part of the Proposed Development is limited to the provision of new permanent access junctions for the Proposed Development, which will be funded by the Applicant.</p>
<p><b>EN-1, paragraph 5.14.11</b> states <i>“Applicants should discuss with network providers the possibility of co-funding by government for any third-party benefits. Guidance has been issued which explains the circumstances where this may be possible, although the government cannot guarantee in advance that funding will be available for any given uncommitted scheme at any specified time”.</i></p>	<p>Co-funding by Government is not being sought at this stage.</p>
<p><b>EN-1, paragraph 5.14.12</b> states: <i>“Where mitigation is needed, possible demand management measures must be considered. This could include identifying opportunities to:</i></p> <ul style="list-style-type: none"> <li>• <i>reduce the need to travel by consolidating trips,</i></li> <li>• <i>locate development in areas already accessible by active travel and public transport,</i></li> <li>• <i>provide opportunities for shared mobility,</i></li> <li>• <i>re-mode by shifting travel to a sustainable mode that is more beneficial to the network,</i></li> <li>• <i>retime travel outside of the known peak times, and</i></li> <li>• <i>reroute to use parts of the network that are less busy.”</i> </li></ul>	<p>Section 13.6 of the <b>ES Volume 2, Chapter 13: Traffic and Transport [EN0110020/APP/6.13]</b> identifies the approach to mitigation for the Proposed Development.</p> <p>An <b>oCTMP [EN0110020/APP/5.12]</b> is included with the Application.</p>
<p><b>EN-1, paragraph 5.14.13</b> states: <i>“If feasible and operationally reasonable, such mitigation should be required, before considering requirements for the provision of new inland transport infrastructure to deal with remaining transport impacts. All stages of the project should support and encourage a modal</i></p>	

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Requirement of NPS	Consideration within Chapter
<p><i>shift of freight from road to more environmentally sustainable alternatives, such as rail, cargo bike, maritime and inland waterways, as well as making appropriate provision for and infrastructure needed to support the use of alternative fuels including charging for electric vehicles.”</i></p>	
<p><b>EN-1, paragraph 5.14.15</b> states: <i>“The Secretary of State may attach requirements to a consent where there is likely to be substantial HGV [Heavy Goods Vehicles] traffic that:</i></p> <ul style="list-style-type: none"> <li>• <i>control numbers of HGV movements to and from the site in a specified period during its construction and possibly on the routing of such movements</i></li> <li>• <i>make sufficient provision for HGV parking and associated high quality drive facilities either on the site or at dedicated facilities elsewhere, to support driver welfare, avoid ‘overspill’ parking on public roads, prolonged queuing on approach roads and uncontrolled on-street HGV parking in normal operating conditions.</i></li> <li>• <i>ensure satisfactory arrangements for reasonably foreseeable abnormal disruption, in consultation with network providers and the responsible police force.”</i></li> </ul>	<p>Section 13.6 of <b>ES Volume 2, Chapter 13: Traffic and Transport [EN0110020/APP/6.13]</b> identifies the approach to mitigation for the Proposed Development.</p> <p>An <b>oCTMP [EN0110020/APP/5.12]</b> is included with the Application.</p> <p>An initial Abnormal Load Route Feasibility Study has been undertaken to identify and assess potential routes to the Site and to demonstrate the viability of delivering abnormal loads associated with the Proposed Development. This study has informed the preliminary access strategy and confirmed that suitable routes are available, subject to agreement with the relevant highway authorities.</p> <p>Abnormal load movements will be undertaken in accordance with the relevant abnormal load notification procedures and licensing requirements, including consultation with National Highways, Rotherham Metropolitan Borough Council and Doncaster Council, together with other relevant stakeholders as necessary. This will be secured through the <b>oCTMP [EN0110020/APP/5.12]</b>.</p>
<p><b>EN-1, paragraph 5.14.18</b> states: <i>“If an applicant suggests that the costs of meeting any obligations or requirements would make the proposal economically unviable this should not in itself justify</i></p>	<p>The costs of transport mitigation currently envisaged by the Applicant will not make the Proposed Development economically unviable.</p>

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Requirement of NPS	Consideration within Chapter
<i>the relaxation by the Secretary of State of any obligations or requirements needed to secure the mitigation.</i>	
<b>EN-1, paragraph 5.14.19</b> states: <i>“A new energy NSIP may give rise to substantial impacts on the surrounding transport infrastructure, and the Secretary of State should therefore ensure that the applicant has sought to mitigate these impacts, including during the construction phase of the development and by enhancing active, public, and shared transport provision and accessibility.”</i>	Section 13.7 of <b>ES Volume 2, Chapter 13: Traffic and Transport [EN0110020/APP/6.13]</b> identifies possible transport impacts resulting from each stage of the Proposed Development.  A Transport Statement ( <b>ES Volume 3, Appendix 13.2: Transport Statement [EN0110020/APP/6.20]</b> ) is included with the Application.
<b>EN-1, paragraph 5.14.20</b> states: <i>“Where the proposed mitigation measures are insufficient to reduce the impact on the transport infrastructure to acceptable levels, the Secretary of State should consider requirements to mitigate adverse impacts on transport networks arising from the development, as set out below,”</i>	Section 13.6 of <b>ES Volume 2, Chapter 13: Traffic and Transport [EN0110020/APP/6.13]</b> identifies the approach to mitigation for the Proposed Development.  An <b>oCTMP [EN0110020/APP/5.12]</b> is included with the Application.
<b>EN-1, paragraph 5.14.21</b> states: <i>“Development consent should not be withheld provided that the applicant is willing to enter into planning obligations for funding new infrastructure or requirements can be imposed to mitigate transport impacts. In this situation the Secretary of State should apply appropriately limited weight to residual effects on the surrounding transport infrastructure.”</i>	
<b>EN-1, paragraph 5.14.22</b> states: <i>“The Secretary of State should only consider refusing development on highways grounds if there would be an unacceptable impact on highway safety, residual cumulative impacts on the road network would be severe, or it does not show how consideration has been given to the provision of adequate active public or shared transport access and provision.”</i>	

**National Policy Statement for Renewable Energy Infrastructure Energy (EN-3) 2025<sup>3</sup>**

13.1.4 Details of specific policies within EN-3 that are considered relevant to traffic and transport are set out in **Table 13.2** below:

**Table 13.2: Relevant EN-3 Policies**

Requirement of NPS	Consideration within Chapter
<p><b>EN-3, paragraph 2.10.122</b> states: <i>“Modern solar farms are large sites that are mainly comprised of small structures that can be transported separately and constructed on-site, with developers designating a compound on-site for the delivery and assemblage of the necessary components.”</i></p>	<p><b>ES Volume 2, Chapter 13: Traffic and Transport [EN0110020/APP/6.13]</b> considers all relevant potential transport impacts during the construction, operation and maintenance, and decommissioning of the Proposed Development.</p>
<p><b>EN-3, paragraph 2.10.113</b> states: <i>“Many solar farms will be sited in areas served by a minor road network. Public perception of the construction phase of solar farms will derive mainly from the effects of traffic movements, which is likely to involve smaller vehicles than typical onshore energy infrastructure but may be more voluminous.”</i></p>	<p>Section 13.7 of <b>ES Volume 2, Chapter 13: Traffic and Transport [EN0110020/APP/6.13]</b> identifies possible transport impacts resulting from each stage of the Proposed Development.</p>
<p><b>EN-3, paragraph 2.10.117</b> states: <i>“Applicants should assess the various potential routes to the site for delivery of materials and components where the source of the materials is known at the time of application and select the route that is most appropriate”.</i></p>	<p>Section 13.6 of <b>ES Volume 2, Chapter 13: Traffic and Transport [EN0110020/APP/6.13]</b> identifies the approach to mitigation for the Proposed Development.</p>
<p><b>EN-3, paragraph 2.10.116</b> states: <i>“Where the exact location of the source of construction materials, such as crushed stone or concrete is not known at the time of application, applicants should assess the worst-case impact of additional vehicles on the likely potential routes.”</i></p>	<p>A Transport Statement (<b>ES Volume 3, Appendix 13.2: Transport Statement [EN0110020/APP/6.20]</b>) is included with the Application.</p>
<p><b>EN-3, paragraph 2.10.117</b> states: <i>“Applicants should ensure all sections of roads and bridges on the proposed delivery route can accommodate the weight and volume of the loads and widths of</i></p>	<p>An <b>oCTMP [EN0110020/APP/5.12]</b> is included with the Application.</p> <p>An initial Abnormal Load Route Feasibility Study has been undertaken to identify and assess potential routes to the Site and to demonstrate the viability of delivering abnormal loads</p>

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Requirement of NPS	Consideration within Chapter
<p><i>the vehicles. Although unlikely, where modifications to road and / or bridges are required, these should be identified, and potential effects addressed in the ES”</i></p>	<p>associated with the Proposed Development. This study has informed the preliminary access strategy and confirmed that suitable routes are available, subject to agreement with the relevant highway authorities.</p> <p>Abnormal load movements will be undertaken in accordance with the relevant abnormal load notification procedures and licensing requirements, including consultation with National Highways, Rotherham Metropolitan Borough Council and Doncaster Council, together with other relevant stakeholders as necessary. This will be secured through the <b>oCTMP [EN0110020/APP/5.12]</b>.</p>
<p><b>EN-3, paragraph 2.10.118</b> states: <i>“Where a cumulative impact is likely because multiple energy infrastructure developments are proposing to use a common port and/or access route and pass through the same towns and villages, applicants should include a vision-led transport assessment to manage cumulative impacts as part of the ES. This should consider the impacts of abnormal traffic movements relating to the project in question in combination with those from any other relevant development. Consultation with the relevant local highways authorities is likely to be necessary.”</i></p>	<p>Cumulative impact is considered in Section 13.8 of <b>ES Volume 2, Chapter 13: Traffic and Transport [EN0110020/APP/6.13]</b>.</p> <p>An initial Abnormal Load Route Feasibility Study has been undertaken to identify and assess potential routes to the Site and to demonstrate the viability of delivering abnormal loads associated with the Proposed Development. This study has informed the preliminary access strategy and confirmed that suitable routes are available, subject to agreement with the relevant highway authorities.</p> <p>Abnormal load movements will be undertaken in accordance with the relevant abnormal load notification procedures and licensing requirements, including consultation with National Highways, Rotherham Metropolitan Borough Council and Doncaster Council, together with other relevant stakeholders as necessary. This will be secured through the <b>oCTMP [EN0110020/APP/5.12]</b>.</p>

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Requirement of NPS	Consideration within Chapter
<p><b>EN-3, paragraph 2.10.131</b> states: <i>“In some cases, the local highway authority may request that the Secretary of State impose controls on the number of vehicle movements to and from the solar farm site in a specified period during its construction and, possibly, on the routeing of such movements particularly by heavy vehicles.”</i></p>	<p>Section 13.6 of <b>ES Volume 2, Chapter 13: Traffic and Transport [EN0110020/APP/6.13]</b> identifies the approach to mitigation for the Proposed Development.</p> <p>An <b>oCTMP [EN0110020/APP/5.12]</b> is included with the Application.</p>
<p><b>EN-3, paragraph 2.10.133</b> states: <i>“Where cumulative effects on the local road network or residential amenity are predicted from multiple solar farm developments, it may be appropriate for applicants for various projects to work together to ensure that the number of abnormal loads and deliveries are minimised, and the timings of deliveries are managed and coordinated to ensure that disruption to residents and other highway users is reasonably minimised.”</i></p>	
<p><b>EN-3, paragraph 2.10.134</b> states: <i>“It may also be appropriate for the highway authority to set limits for, and coordinate these deliveries through, active management of the delivery schedules through the abnormal load approval process.”</i></p>	
<p><b>EN-3, paragraph 2.10.135</b> states: <i>“Once consent for a scheme has been granted, applicants should liaise with the relevant local highway authority (or other coordinating body) regarding the start of construction and the broad timing of deliveries. Applicants may need to agree a planning obligation to secure appropriate measures, including restoration of roads and verges .”</i></p>	
<p><b>EN-3, paragraph 2.10.136</b> states: <i>“Further, it may be appropriate for any non-permanent highway improvements carried out for the development (such as temporary road widening) to be made available for use by other subsequent solar farm developments.”</i></p>	<p>As detailed in <b>ES Volume 2, Chapter 13: Traffic and Transport [EN0110020/APP/6.13]</b> an initial Abnormal Load Route Feasibility Study has been undertaken. The results of the Abnormal Route Feasibility Study confirmed that suitable routes</p>

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Requirement of NPS	Consideration within Chapter
	are available, subject to agreement with the relevant highway authorities. An <b>oCTMP [EN0110020/APP/5.12]</b> has been included with this Application.

## **National Policy Statement for Electricity Networks Infrastructure (EN-5) 2025<sup>4</sup>**

- 13.1.5 This policy statement provides planning guidance for developers of nationally significant electricity network infrastructure projects. In relation traffic and transport, the following statement from paragraph 2.9.19 states that applicants should:
- “...make the design of access roads, perimeter fencing, earth-shaping, planting and ancillary development an integral part of the site layout and design, so as to fit in with the surroundings”.

## **National Planning Policy Framework (NPPF) (2024)<sup>5</sup>**

- 13.1.6 The National Planning Policy Framework (NPPF), last updated in December 2024, sets out the Government’s planning policies for England, and how they are expected to be applied. The document contains several paragraphs outlining policies in relation to transport provision for new developments.
- 13.1.7 Paragraph 109, under section 9 “Promoting Sustainable Transport”, states:  
*“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places”.*
- 13.1.8 To support the above statement, the following recommended subjects for assessment are detailed:
- Consider transport as a key focus for the early part of engagement with local communities;
  - Ensure patterns of movement and other transport considerations are integral to the design of schemes;
  - Understand and address potential impacts of a development on transport networks;
  - Identify and pursue opportunities for promoting travel by sustainable modes; and
  - Identify and assess the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.
- 13.1.9 Paragraph 116 states:  
*“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios”.*
- 13.1.10 Paragraph 118 states:  
*“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”.*

## Local Policy

### City of Doncaster Council (CDC) Local Plan 2015-2035<sup>6</sup>

13.1.11 The City of Doncaster Local Plan 2015-2035 sets out policies and proposals to help meet the City's needs for housing, employment and other development. With the support of the NPPF, outlined above, the plan aims to deliver positive sustainable economic, social and environmental development. The specific policies related to traffic and transport are outlined below:

- **Policy 12: Strategic Transport Network (Strategic Policy).** The policy details are supported by the following statement which may be relevant to the Proposed Development:
  - *“Developments which generate large volumes of freight traffic or involve the transport of bulk materials should be located close to the strategic transport network, where this can be accommodated within the existing capacity of the network. The network capacity will need to be established through the submission of a Transport Assessment (TA). Routing agreements will be required where deemed appropriate.”*
- **Policy 13: Promoting Sustainable Transport in New Developments (Strategic Policy).** This policy supports the requirement for a Transport Statement (TS), TA and Travel Plans and the need for mitigation measures when adverse impacts on the transport network are anticipated;
- **Policy 16: Cycling in Doncaster;**
- **Policy 17: Walking in Doncaster;**
- **Policy 18: Development Affecting Public Rights of Way.** There is particular focus on retaining the rights of way and avoiding the need for path closure. Where a diversion is required, there must be alignment with policies 19 and 20 while establishing any diversion; and
- **Policy 19: Access, Design and Layout of Public Rights of Way.** The policy states the need for developers to *“incorporate the principles of least restrictive access in the design and layout of public rights of way as part of the development”*. Furthermore, new routes or alterations should link to the surrounding Rights of Way to improve connectivity and movement.

13.1.12 The above policies and requirements are considered throughout **ES Volume 2, Chapter 13: Traffic and Transport [EN0110020/APP/6.13]**.

### Rotherham Metropolitan Borough Council (RMBC) Local Plan Core Strategy 2013-2028<sup>7</sup>

13.1.13 The RMBC Local Plan Core Strategy has been prepared around a vision to for future development of the area. The policies below are considered relevant to traffic and transport:

- **Policy CS 3: Location of New Development.** To support this policy, factors to be considered during site allocation are outlined, including *“effect on other environmental matters”*, *“maintain and create links to green infrastructure”* and *“quality of design and respect for heritage assets and open countryside”*;
- **Policy CS 14: Accessible Places and Managing Demand for Travel.** As well as focusing on promoting accessibility to employment, this policy outlines

the need for use of TAs for appropriate sized developments and protecting the Public Rights of Way;

- **Policy CS 15: Routes and the Strategic Road Network.** This policy sets out how RMBC will ensure the key routes and motorway network provides efficient access between the main Rotherham Urban Area, Principal Settlements and the regional and national road network; and
- **Policy CS 16: New Roads.** This policy set out how RMBC would ensure there will be no significant increase in the physical capacity of the highway network.

13.1.14 The above policies and requirements are considered throughout **ES Volume 2, Chapter 13: Traffic and Transport [EN0110020/APP/6.13]**.

### **Rotherham Metropolitan Borough Council Transport Strategy 2016-2026<sup>8</sup>**

13.1.15 The RMBC Transport Strategy is a comprehensive plan to improve transportation within the Borough, supporting economic growth, sustainability, connectivity and sustainable travel. To support this, the following vision is outlined and states that Rotherham will:

- *“Enjoy sustainable growth – new development will be based on compact mixed-use centres focussed on high-quality public transport;*
- *Be a connected place – people and places are connected by an integrated, safe and efficient transport network; and*
- *Make sustainable travel choices – walking, cycling and public transport are a normal part of daily travel”.*

13.1.16 In addition, the document includes objectives including to support *“integrated transport and land use”*, *“roads and freight”* and *“safer roads”*, with a focus on enhancing the transport network for all and facilitating the safe movement of people and goods.

13.1.17 In relation to the Proposed Development, Theme 18 *“To promote efficient and sustainable means of freight distribution”* is considered relevant with a focus on aligning with and using the South Yorkshire Freight Action Plan which manages routing and traffic management. These aspects are considered throughout **ES Volume 2, Chapter 13: Traffic and Transport [EN0110020/APP/6.13]**.

### **North East Derbyshire Local Plan 2014-2034<sup>9</sup>**

13.1.18 The local plan is intended to guide decisions on planning applications and areas where investment should be prioritised. This is supported through the following vision aimed at realising North-East Derbyshire’s growth potential:

*“By 2034, everyone in North-East Derbyshire will enjoy a high quality of life, with residents, businesses and visitors all benefitting from what the district has to offer.”*

13.1.19 The policies below are considered relevant to traffic and transport and facilitating new developments:

- **Policy ID2: Provision and Safeguarding of Transport Infrastructure.** It is stated that *“new infrastructure will be permitted on the basis selected objectives, including to support economic growth, minimise negative impacts*

*on the environment and visual amenity and make safe provision for sustainable travel movements”; and*

- **Policy ID3: Sustainable Travel.** The policy notes the role of a transport statement or assessment in identifying measures to promote sustainable travel, such as *“site specific and area wide travel demand measures”*.

13.1.20 In relation to Renewable Energy developments, the following policy contains detail on access to new developments:

- **Policy SDC10: Decentralised, Renewable and Low Carbon Energy Generation.** In relation to transport and access, it is noted that all proposals should include details of access roads and there should be no negative impacts on existing traffic and local residents.

13.1.21 The above policies and requirements are considered throughout **ES Volume 2, Chapter 13: Traffic and Transport [EN0110020/APP/6.13]**.

### **Derbyshire Local Transport Plan 3 (LTP3) 2011-2026<sup>10</sup>**

13.1.22 The Derbyshire LTP3 provides a long-term strategy for Derbyshire County Council’s (DCC) administrative area which incorporates North East Derbyshire. The LTP3 provides a basis for transport policy and is supported by a range of objectives, including to create economic growth and tackling climate change.

13.1.23 In relation to the Proposed Development, the LTP3 outlines the concern associated with adverse impacts of freight transport on the environment. As such, policy statement TFR1 provides a focus on opening rail lines for freight use where the potential exists while TFR2 encourages service facilities and lorry parks in areas easily connected to major roads.

13.1.24 The policy statements under *“Maintenance and efficient transport network management”* are considered relevant to the Proposed Development. Policy TM1 states a need to *“Ensure that new developments minimise future highway maintenance requirements”* while TM2 notes any maintenance commitments will be offset by developer input.

13.1.25 Under policy TLA6, the LTP3 refers to the importance of transport statements or assessments, stating they are required to demonstrate sustainable travel accessibility of a development and will incorporate measures to reduce desire to travel.

13.1.26 The above policies and requirements are considered throughout **ES Volume 2, Chapter 13: Traffic and Transport [EN0110020/APP/6.13]**.

### **Sheffield City Region Transport Strategy (RTS)<sup>11</sup>**

13.1.27 The RTS sets out transport priorities for the region up to 2040 with goals and policies which apply to the wider City Region area which includes North East Derbyshire. The RTS outlines a vision to develop a transport system which will be *“safe, reliable, clean, green and affordable”*.

13.1.28 Under policy 5 *“lead the way towards a low carbon network”*, the RTS outlines an aim to encourage more sustainable freight vehicles on the road network.

13.1.29 The need to maintain access to public rights of way and recreation is considered relevant to the Proposed Development and is supported by policy 9 which aims to achieve *“sustainable and inclusive access for all”*. As part of this, the RTS notes

an aim to encourage an integrated approach to public rights of way and ensuring the path network remains accessible.

### Guidance

#### **Institute of Sustainability and Environmental Professionals (“ISEP 2023”) Guidelines for Environmental Assessment of Traffic and Movement<sup>12</sup>**

- 13.1.30 This ISEP (formerly Institute of Environmental Management and Assessment (IEMA) document provides comprehensive guidelines and a methodology for the assessment of traffic and movement associated with development projects which require an environmental impact assessment.
- 13.1.31 Impacts that may arise include severance of communities, non-motorised user delay and amenity, road vehicle driver and passenger delay, road user and pedestrian safety among others.
- 13.1.32 The ISEP (formerly IEMA) 2023 Guidelines has informed this assessment.

#### **National Highways Publication Design Manual for Roads Bridges (DMRB)**

- 13.1.33 The DMRB is a collection of standards, advice notes, and other documents that outline the design, assessment, and operation of road infrastructure in the UK.
- 13.1.34 The DMRB has been used to inform the design and the visibility splay assessment of drawings.

#### **Department for Transport (DfT) Circular 01/2022: The Strategic Road Network and the Delivery of Sustainable Development<sup>13</sup>**

- 13.1.35 This document details how National Highways will engage with the development industry, public bodies, and communities to assist the delivery of sustainable development
- 13.1.36 Particularly, National Highways will expect developers to promote and enable a reduction in the need to travel, especially by private car, and prioritise sustainable transport opportunities ahead of capacity enhancements.
- 13.1.37 The key principles in document have shaped the development of **ES Volume 2, Chapter 13: Traffic and Transport [EN0110020/APP/6.13]** and supporting appendices.

#### **Planning Practice Guidance on Travel Plans, Transport Assessments and Statements (2014)<sup>14</sup>**

- 13.1.38 The PPG on Travel Plans, Transport Assessments and Statements provides advice and guidance on when Transport Assessments and Transport Statements are required, and what they should contain.

## References

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