

Gate Burton Energy Park

Preliminary Environmental Information Report

Volume 3, Appendix 13-B: Key Policies and Guidance

June 2022

Gate Burton Energy Park Limited

Quality information

Prepared by

WR

Checked by

CB

Verified by

RS

Approved by

MRW

Prepared for:

Gate Burton Energy Park Limited

Prepared by:

AECOM Limited

© 2022 AECOM Limited. All Rights Reserved.

This document has been prepared by AECOM Limited (“AECOM”) for sole use of our client (the “Client”) in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

1 Key Policies and Guidance

1.1.1 The following policies relate to how traffic and transport-related impacts should be assessed, in terms of identifying both the level of impact of the Scheme and any necessary mitigation. Details of policies relating to other disciplines are provided within the equivalent appendix relating to that discipline. Planning policy and guidance relating to transport and relevant to the Scheme comprise the following:

1.2 National Planning Policy

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

1.2.1 NPS EN-1 (Ref. 13-2) was published in 2011 and provides the basis for decisions regarding nationally significant energy infrastructure. Section 5.13 outlines the planning policy for traffic and transport, including guidance on undertaking relevant parts of the EIA (which has been considered in producing this PEI Report). The most relevant paragraphs for this purpose are 5.13.3 to 5.13.5 which deal with the Applicant's assessment. These are set out as follows:

- Paragraph 5.13.3, which states that if a project is likely to have significant transport implications, a transport assessment should be included with the ES;
- Paragraph 5.13.4, which states that where appropriate, a travel plan to include demand management measures to mitigate transport impacts should be prepared; and
- Paragraph 5.13.5, which states that where additional transport infrastructure is proposed, this should be discussed with the relevant network providers (in terms of the possibility of co-funding by Government for any third-party benefits).

1.2.2 In addition, Section 3.1 relates to the decision making which includes the following:

- Paragraph 3.1.1: *“the UK needs all the types of energy infrastructure covered by this NPS in order to achieve energy security at the same time as dramatically reducing greenhouse gas emissions”*;
- Paragraph 3.1.2: *“it is for industry to propose new energy infrastructure projects within the strategic framework set by Government. The Government does not consider it appropriate for planning policy to set targets for or limits on different technologies”*;
- Paragraph 3.1.3: the decision maker should therefore *“assess all applications for development consent for the types of infrastructure covered by the energy NPSs on the basis that the Government has demonstrated that there is a need for those types of infrastructure and that*

the scale and urgency of that need is as described for each of them in this Part”; and

- Paragraph 3.1.4, the decision maker should “*give substantial weight to the contribution which projects would make towards satisfying this need when considering applications for development consent under the Planning Act 2008*”.

1.2.3 The NPS EN-1 is currently under review and an updated draft (Ref. 13-3) was published for consultation in September 2021, where the above paragraphs are proposed to be relocated to Section 5.14, supported by the following proposed updates:

- Paragraph 5.14.4, which also states that the assessment should consider any possible disruption to services and infrastructure (such as road, rail and airports); and
- Paragraph 5.14.8, which states that the Secretary of State (SoS) should only consider preventing or refusing development on highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe.

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

1.2.4 NPS EN-3 (Ref. 13-4) was published in 2011 and sets out the policies relating to electricity generation from renewable sources of energy, for consideration in conjunction with NPS EN-1. It should however be noted that solar farms are not explicitly included within the document.

1.2.5 The NPS EN-3 is currently under review and an updated draft (Ref. 13-5) was published for consultation in September 2021, with the inclusion of solar photovoltaic generation impacts within Section 2.54. The most relevant paragraphs are set out as follows:

- Paragraph 2.54.3: which discusses the importance of assessing various potential routes to the site for the delivery of materials and components during the construction period;
- Paragraph 2.54.4: which considers the suitability of access roads for vehicles transporting components and the need to identify potential modifications where necessary;
- Paragraph 2.54.9: which states that consistent with EN-1, the SoS should be satisfied, taking into account the views of the relevant local highway authorities, that any abnormal loads can be safely transported whilst minimising inconvenience to other road users and that the environmental effects of this and other construction traffic, after mitigation, are acceptable; and
- Paragraph 2.54.10: which states that once solar farms are in operation, traffic movements to and from the site are expected to be generally very light, and it is therefore very unlikely that traffic or transport impacts from the operational phase of a project would prevent it from being approved by the SoS.

National Policy Statement for Electricity Networks Infrastructure (NPS EN-5)

- 1.2.6 NPS EN-5 (Ref. 13-6) was published in 2011 and sets out the policies relating to electricity generation and its infrastructure, for consideration in conjunction with NPS EN-1. The NPS EN-5 is currently under review and an updated draft (Ref. 13-7) was published for consultation in September 2021.

National Planning Policy Framework (NPPF)

- 1.2.7 The NPPF (Ref. 13-8) sets out the Government's planning policies for England. The most relevant paragraphs in the context of transport are set out below:

- In paragraph 104, it outlines that “*transport issues should be considered from the earliest of stages of plan-making and development proposals*” to ensure that:
 - *“The potential impacts of development on transport networks can be addressed;*
 - *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - *The environmental impacts of traffic and transport infrastructure can be identified, assessed and considered – including appropriate opportunities for mitigation and for net gains in environmental quality; and*
 - *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places”.*
- In paragraph 110, it outlines the key considerations when assessing sites to be allocated for development in plans or specific development applications. These are:
 - *“Appropriate opportunities to promote sustainable transport modes can be (or have been) taken up, given the type of development and its location;*
 - *Safe and suitable access to the Order limits can be achieved for all users;*
 - *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance; and*
 - *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree”.*
- In paragraph 111, it states that 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 are severe”;

- In paragraph 112, it states that applications for development should give priority first to pedestrian and cycle movements and then, as far as possible, to facilitating access to high quality public transport; and
- In paragraph 113, it states that all developments that will “*generate significant amounts of movements 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*”.

National Planning Practice Guidance

1.2.8 Planning Practice Guidance ‘Travel Plans, Transport Assessments and Statements in Decision Taking’ (Ref. 13-9) provides advice on when transport assessments and transport statements are required, and what they should contain. The most relevant paragraphs are set out below:

- Paragraph 002 states that “*Travel Plans, Transport Assessments and Transport Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements*”;
- Paragraphs 004 and 005 state that “*Transport Assessments primarily focus on evaluating the potential transport impacts of a development proposal and may propose mitigation measures to promote sustainable development and in order to avoid unacceptable or “severe” impacts where necessary*”;
- Paragraph 006 states that “*Transport Assessments support national planning policy and can positively contribute to encouraging sustainable travel, reducing traffic generation and detrimental impacts, reducing carbon emissions and climate impacts, creating accessible, connected and inclusive communities, improving health outcomes and quality of life, improving road safety and reducing the need for new development to increase existing road capacity or provide new roads*”;
- Paragraph 007 states that “*Transport Assessments should be established at an early stage and tailored to local circumstances, as well as proportionate to the size and scope of the proposed development. In addition, they should be brought forward through collaborative ongoing working between the local planning authority/ transport authority, transport operators, rail network operators, as well as National Highways where there may be implications for the strategic road network and other relevant bodies*”; and
- Paragraphs 013 to 015 provide further details of when Transport Assessments are required, how the need and scope of a Transport Assessment should be established and what information should be included.

1.3 Local Planning Policy

- 1.3.1 The following identifies various local planning policy documents before picking out the key policies which are considered to be relevant to the Scheme.

Lincoln Transport Strategy 2020 to 2036

- 1.3.2 The new Lincoln Transport Strategy (Ref. 13-10) has been developed by Lincolnshire County Council (LCC), City of Lincoln Council, North Kesteven District Council, and West Lindsey District Council. It aims to provide a clear vision for the future of transport across the Lincoln area up to 2036. The strategy includes:

- Enhancing connectivity across the network for all modes;
- Increasing the capacity of the network and supporting the reduction in traffic in the urban area; and
- Rebalance movement towards walking and cycling

Central Lincolnshire Local Plan (2017)

- 1.3.3 Policy LP19 of the Central Lincolnshire Local Plan (Ref.13-11) identifies the considerations which will be considered when assessing proposals for renewable energy:

- Proposals for non-wind renewable energy development (renewable technology will be assessed on their merits, with the impacts). Proposals will be supported where the benefit of the development outweighs the harm caused and it is demonstrated that any harm will be mitigated as far as is reasonably possible; and
- Renewable energy proposals which will directly benefit a local community, have the support of the local community and / or are targeted at residents experiencing fuel poverty, will be particularly supported.

- 1.3.4 Policy LP20 identifies the considerations which will be considered when assessing proposals which aims to maintain and improve the green infrastructure network in the area, as follows:

- Proposals that cause loss or harm to the network will not be permitted unless the need for and benefits of the development demonstrably outweigh any adverse impacts;
- Where adverse impacts on green infrastructure are unavoidable, development will only be permitted if suitable mitigation measures for the network are provided;
- Development proposals should ensure that existing and new green infrastructure is considered and integrated into the scheme design from the outset; and
- Development proposals must protect the linear features of the green infrastructure network that provide connectivity between green infrastructure assets, including public rights of way, bridleways, cycleways and waterways, and take opportunities to improve such features.

- 1.3.5 It should be noted that consultation on the next stage of the Local Plan review, which is proposed to replace the Local Plan adopted in 2017, took place between 16th March and 9th May 2022.

Fourth Lincolnshire Local Transport Plan 2013/14 – 2022/23

- 1.3.6 The Fourth Lincolnshire Local Transport Plan (LTP4) (Ref. 13-12) builds on the strategies and policies adopted by previous Local Plans. The transport goals set out within this document include:
- Provide a reliable, resilient transport system which supports a thriving economy and growth whilst encouraging sustainable and healthy travel;
 - Improve access to key services, particularly enabling employment and training opportunities; and
 - Minimise the impacts of transport on people's lives, maximise opportunities to improve the environment and help tackle carbon emissions.
- 1.3.7 In addition, paragraphs 5.17 to 5.23 relate to travel planning and sustainable travel within new developments whilst paragraph 14.33 relates to reducing the impact of traffic.

Gainsborough Transport Strategy (October 2010)

- 1.3.8 The Gainsborough Transport Strategy (Ref. 13-13) aims to understand and quantify transport problems and to develop a Transport Strategy based on short-term and long-term interventions. These include:
- Better management of movements into and through Gainsborough;
 - Management of existing and future levels of congestion; and
 - Addressing the impacts of existing and future movements in Gainsborough.

Draft Bassetlaw District Local Plan 2020 – 2037

- 1.3.9 The Local Plan (Ref. 13-14) sets out the Council's development strategy, planning policies and proposals for the district up to 2037. The document includes key strategic objectives at paragraph 4.15, in line with the proposed development. These include;
- Objective 1 – To locate new development in sustainable locations and through new settlements that respect the environmental capacity of the District, support a sustainable pattern of growth across urban and rural areas, make best use of previously developed land and buildings and minimise the loss of the District's highest quality agricultural land;
 - Objective 12 – To support Bassetlaw's transition to a low carbon District through the careful planning and design of new development, making more sustainable use of land and resources, promoting tree and woodland planting, reducing exposure to flood risk, promoting energy and water efficiency and management, minimising waste generation and promoting

the use of renewable energy, low carbon and other alternative technologies, and sustainable construction methods;

- Objective 14 – To ensure that new development contributes to the provision of necessary physical, social and green/blue infrastructure to deliver planned levels of growth at the right time and to mitigate its impacts on existing communities and the environment.

1.3.10 In addition, Section 5.4 of the document makes reference to the Cottam Priority Regeneration Area which has been identified as a broad location for future growth and comprises the 348 ha former Cottam Power Station and associated lagoons.

Nottinghamshire Local Transport Plan 2011 – 2026

1.3.11 The Nottinghamshire Local Transport Plan (LTP) (Ref.13-15) sets out Nottinghamshire's transport strategy and outlines a programme of measures to be delivered over the short, medium and long-term. The strategy covers all types of transport including public transport, walking, cycling, cars and freight.

Nottinghamshire Local Transport Plan Implementation Plan 2018/19 – 2020/2021

1.3.12 The Nottinghamshire LTP Implementation Plan (Ref. 13-16) sets out how the County Council, working in partnership with others, will use the transport funding available to deliver Nottinghamshire's long-term transport strategy, the Nottinghamshire Local Transport Plan (see above).

Industry Guidance

1.3.13 Institute of Environmental Management and Assessment (IEMA) Guidelines for the Environmental Assessment of Road Traffic (1993) (Ref. 13-17) provides guidance on examining the environmental impacts of developments in terms of traffic and transportation.

Summary

1.3.14 This PEI Report appendix has been prepared in accordance with various policies and guidance including the NPS EN-1, NPS EN-3, NPS EN-5, the new draft National Policy Statements, NPPF, NPPG, LCC's and Nottinghamshire County Council's local plans, to assess the likely impacts of the Scheme and identify any required mitigation. As above, this has been developed through ongoing collaborative working with local highway and planning authorities and National Highways and is both tailored to local circumstances whilst reflecting the size and scope of the Scheme. In accordance with the various policy and guidance, this PEI Report appendix demonstrates that the Scheme would not result in an unacceptable impact on highway safety and that the residual cumulative impacts of the development on the road network would not be severe.

1.4 References

- Ref. 13-1 The Planning Inspectorate (PINS) (2021) Scoping Opinion: Proposed Gate Burton Energy Park
- Ref. 13-2 Department of Energy and Climate Change (DECC) (2011) Overarching National Policy Statement for Energy (EN-1)
- Ref. 13-3 DECC (2021) Draft Overarching National Policy Statement for Energy (EN-1)
- Ref. 13-4 DECC (2011) National Policy Statement for Renewable Energy Infrastructure (EN-3)
- Ref. 13-5 DECC (2021) Draft National Policy Statement for Renewable Energy Infrastructure (EN-3)
- Ref. 13-6 DECC (2011) National Policy Statement for Electricity Networks Infrastructure (EN-5)
- Ref. 13-7 DECC (2021) Draft National Policy Statement for Electricity Networks Infrastructure (EN-5)
- Ref. 13-8 Ministry of Housing, Communities and Local Government (MHCLG) (2021) National Planning Policy Framework (NPPF).
- Ref. 13-9 MHCLG (2014) Planning Practice Guidance: Travel plans transport assessments and statements.
- Ref. 13-10 Lincolnshire County Council (LCC) (2020) Lincoln Transport Strategy 2020-2036
- Ref. 13-11 Central Lincolnshire Joint Strategic Planning Committee (CLJSPC) (2017) Central Lincolnshire Local Plan
- Ref. 13-12 LCC (2013) Fourth Lincolnshire Local Transport Plan 2013/14 – 2022/23
- Ref. 13-13 LCC (2010) Gainsborough Transport Strategy Final Report
- Ref. 13-14 Bassetlaw District Council (2021) Bassetlaw Local Plan 2020-2037: Publication Version
- Ref. 13-15 Nottinghamshire County Council (NCC) (2011) Nottinghamshire Local Transport Plan 2011-2026
- Ref. 13-16 NCC (2011) Nottinghamshire Local Transport Plan Implementation Plan 2018/19–2020/21
- Ref. 13-17 Institute of Environmental Management and Assessment (IEMA) (1993) Guidelines for Environmental Assessment of Road Traffic. Lincoln: IEMA.