

---

# FENWICK SOLAR FARM

**Preliminary Environmental Information Report**

**Volume III Appendix 13-1: Legislation, Policy and Guidance  
(Transport and Access)**

March 2024

Prepared for:  
Fenwick Solar Project Limited

Prepared by:  
AECOM Limited

© 2024 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.

## Table of Contents

1.	Introduction.....	1
1.1	Purpose of This Appendix.....	1
2.	National Legislation, Policy and Guidance.....	2
2.2	Legislation .....	2
2.3	Policy .....	2
2.4	Guidance .....	17
3.	Local Policy and Guidance .....	18
3.1	Policy.....	18
4.	References .....	19

## Tables

Table 2-1: Relevant NPS requirements for the Transport and Access assessment.... 3

Table 2-2: Relevant NPPF Requirements for the Transport and Access Assessment 9

Table 2-3: Relevant NPPG requirements for the Transport and Access assessment14

# 1. Introduction

## 1.1 Purpose of This Appendix

- 1.1.1 This Preliminary Environmental Information Report (PEIR) appendix identifies and describes the legislation, policy and supporting guidance considered relevant to the assessment of the likely significant effects of the Scheme on Transport and Access.
- 1.1.2 Legislation and policy are considered at national and local levels.
- 1.1.3 This appendix does not assess the Scheme against legislation and policy instead the purpose of considering legislation and policy is twofold:
  - a. to identify legislation and policy that could influence the sensitivity of receptors (and therefore the significance of effects) and any requirements for mitigation; and
  - b. to identify legislation and policy that could influence the methodology to be used within the PEIR assessment and/or within the EIA which will be presented in the Environmental Statement. For example, a policy may require the assessment of an impact or the use of a specific methodology.
- 1.1.4 The relevant legislation and policy will be assessed within the Planning Statement. The following sections identify and describe the legislation, policy and supporting guidance considered specifically relevant to the Transport and Access assessment. These have been reviewed to understand 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.

## 2. National Legislation, Policy and Guidance

2.1.1 Legislation, policy and guidance relating to the Transport and Access, and pertinent to the Scheme, comprises the following:

### 2.2 Legislation

2.2.1 There is no legislation relevant to Transport and Access.

### 2.3 Policy

#### National Policy

2.3.1 The Scheme's proposed energy generating technology is not currently specifically referenced by a National Policy Statement (NPS). However, the EIA takes account of the following NPSs, which are considered to be matters that will be important and relevant to the Secretary of State's decision as to whether to grant a DCO for the Scheme:

- a. Overarching National Policy Statement for Energy (EN-1) (November 2023) (Ref. 1);
- b. National Policy Statement for Renewable Energy Infrastructure (EN-3) (November 2023) (Ref. 2); and
- c. National Policy Statement for Electricity Networks Infrastructure (EN-5) (November 2023) (Ref. 3).

2.3.2 The NPSs set out the Government's energy policy, the need for new infrastructure and guidance for determining an application for a Development Consent Order (DCO). The NPSs include specific criteria and issues which should be covered by applicants in their assessments of the effects of their scheme and set out how the decision maker should consider these impacts.

2.3.3 The relevant NPS requirements, together with an indication of where in the PEIR (or ES) information is (or will be) provided to address these requirements, is provided in Table 2-1.

**Table 2-1: Relevant NPS requirements for the Transport and Access assessment**

<b>Relevant NPS Paragraph Reference</b>	<b>Requirement of the NPS</b>	<b>Location of Information Provided to Address This</b>
<b>NPS EN-1 (November 2023)</b>		
Paragraph 5.13.1	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. Environmental impacts may result particularly from increases in noise and emissions from road transport. Disturbance caused by traffic and abnormal loads generated during the construction phase will depend on the scale and type of the proposal.	An assessment of Heavy Goods Vehicles (HGVs) including abnormal indivisible loads (AIL) and construction staff will be contained within the Transport and Access chapter of the ES as well as the Transport Assessment (TA) and combined Framework Construction Traffic Management Plan (CTMP) document.
Paragraph 5.13.2	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 2.2 of this NPS.	The TA and Framework CTMP document will be submitted outlining the measures proposed to mitigate the transport impacts. A requirement of the DCO will ensure that these measures will be developed in detail and complied with. <b>PEIR Volume I Chapter 13: Transport and Access</b> provides a preliminary assessment of impacts, describes traffic routing and parking measures (as evolved at this stage) and provides mitigation measures.

Relevant NPS Paragraph Reference	Requirement of the NPS	Location of Information Provided to Address This
Paragraph 5.13.3	If a project is likely to have significant transport implications, the applicant's ES (see Section 4.2) should include a transport assessment, using the NATA/WebTAG139 methodology stipulated in Department for Transport guidance, or any successor to such methodology. Applicants should consult National Highways and Highways Authorities as appropriate on the assessment and mitigation.	A TA will be submitted with consultation with the local Highway Authorities including National Highways. The latest guidance on TAs at the time of production will be applied.
Paragraph 5.13.4	Where appropriate, the applicant should prepare a travel plan including demand management measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by public transport, walking and cycling, to reduce the need for parking associated with the proposal and to mitigate transport impacts	Given the rural location it is acknowledged that there are limitations on staff travelling to the Site by walking, cycling and public transport. A Framework CTMP document will be submitted outlining the measures proposed to mitigate the transport impacts. A requirement of the DCO will ensure that these measures will be developed in detail and complied with. <b>PEIR Volume I Chapter 13: Transport and Access</b> provides a preliminary assessment.
Paragraph 5.13.5	If additional transport infrastructure is proposed, applicants should discuss with network providers the possibility of co-funding by Government for any third-party benefits. Guidance has been issued in England which explains the circumstances where this may be possible, although the Government cannot guarantee in advance that funding will be	Details of any infrastructure improvements on the local road network will be discussed with the relevant local highway authorities and included with the ES chapter.

Relevant NPS Paragraph Reference	Requirement of the NPS	Location of Information Provided to Address This
	available for any given uncommitted scheme at any specified time	
Paragraph 5.13.6	A new energy NSIP may give rise to substantial impacts on the surrounding transport infrastructure and the IPC should therefore ensure that the applicant has sought to mitigate these impacts, including during the construction phase of the development. Where the proposed mitigation measures are insufficient to reduce the impact on the transport infrastructure to acceptable levels, the IPC should consider requirements to mitigate adverse impacts on transport networks arising from the development, as set out below. Applicants may also be willing to enter into planning obligations for funding infrastructure and otherwise mitigating adverse impacts.	The TA and Framework CTMP document will be submitted outlining the measures proposed to mitigate the transport impacts. A requirement of the DCO will ensure that these measures will be developed in detail and complied with. <b>PEIR Volume I Chapter 13: Transport and Access</b> provides a preliminary assessment of impacts, describes traffic routing and parking measures (as evolved at this stage) and provides mitigation measures.
Paragraph 5.13.7	Provided that the applicant is willing to enter into planning obligations or requirements can be imposed to mitigate transport impacts identified in the NATA/WebTAG transport assessment, with attribution of costs calculated in accordance with the Department for Transport's guidance, then development consent should not be withheld, and appropriately limited weight should be applied	Measures outlined in the Framework CTMP document will be secured as part of the DCO application.



Relevant NPS Paragraph Reference	Requirement of the NPS	Location of Information Provided to Address This
	to residual effects on the surrounding transport infrastructure.	
Paragraph 5.13.8	Where mitigation is needed, possible demand management measures must be considered and if feasible and operationally reasonable, required, before considering requirements for the provision of new inland transport infrastructure to deal with remaining transport impacts.	The TA and Framework CTMP document will be submitted outlining the measures proposed to mitigate the transport impacts. A requirement of the DCO will ensure that these measures will be developed in detail and complied with.
Paragraph 5.13.9	The IPC should have regard to the cost-effectiveness of demand management measures compared to new transport infrastructure, as well as the aim to secure more sustainable patterns of transport development when considering mitigation measures.	The TA and Framework CTMP document will be submitted outlining the measures proposed to mitigate the transport impacts. A requirement of the DCO will ensure that these measures will be developed in detail and complied with.
Paragraph 5.13.10	Water-borne or rail transport is preferred over road transport at all stages of the project, where cost-effective.	Not considered possible for the Scheme location as it is not located near a suitable waterway or railway.
Paragraph 5.13.11	The IPC may attach requirements to a consent where there is likely to be substantial HGV traffic that: a) 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; b) make sufficient provision for HGV parking, either on	The TA and Framework CTMP document will be submitted outlining the measures proposed to mitigate the transport impacts. A requirement of the DCO will ensure that these measures will be developed in detail and complied with. <b>PEIR Volume I Chapter 13: Transport and Access</b> provides a preliminary assessment of impacts, describes traffic routing and

<b>Relevant NPS Paragraph Reference</b>	<b>Requirement of the NPS</b>	<b>Location of Information Provided to Address This</b>
---	-------------------------------	---

---

the site or at dedicated facilities elsewhere, to avoid 'overspill' parking on public roads, prolonged queuing on approach roads and uncontrolled on-street HGV parking in normal operating conditions; and c) ensure satisfactory arrangements for reasonably foreseeable abnormal disruption, in consultation with network providers and the responsible police force.

parking measures (as evolved at this stage) and provides mitigation measures.

## National Planning Policy Framework

- d. The National Planning Policy Framework (NPPF) (December 2023) (19Ref. 4). Sets out the Government's planning policies for England and how these should be applied.
- 2.3.4 The relevant NPPF paragraphs, together with an indication of where in the PEIR (or ES) the information is (or will be) provided to address these requirements, are provided in (Table 2-2).

**Table 2-2: Relevant NPPF Requirements for the Transport and Access Assessment**

<b>Relevant NPPF Paragraph Reference</b>	<b>Requirement of the NPPF</b>	<b>Location of Information Provided to Address This</b>
Paragraph 104	<p>Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:</p> <ul style="list-style-type: none"> <li>a. the potential impacts of development on transport networks can be addressed;</li> <li>b. 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;</li> <li>c. opportunities to promote walking, cycling and public transport use are identified and pursued;</li> <li>d. the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and</li> <li>e. patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.</li> </ul>	<p>A TA will be submitted with consultation with the local Highway Authorities including National Highways. The latest guidance on Tas has been applied.</p>
Paragraph 105	<p>The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and</p>	<p>Given the rural location it is acknowledged that there are limitations on staff travelling to the Site Boundary by walking, cycling and public transport. A Framework CTMP document will be submitted outlining the measures proposed to mitigate the transport impacts. A</p>

Relevant NPPF Paragraph Reference	Requirement of the NPPF	Location of Information Provided to Address This
	<p>improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.</p>	<p>requirement of the DCO will be to ensure that these measures will be developed in detail and complied with.</p>
Paragraph 106	<p>Planning policies should <i>“be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned.”</i></p>	<p>A TA will be submitted with consultation with the local Highway Authorities including National Highways. The latest guidance on Tas has been applied.</p>
Paragraph 108	<p>Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.</p>	<p>A TA will be submitted with consultation with the local Highway Authorities including National Highways. The latest guidance on Tas has been applied.</p>
Paragraph 109	<p>Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or</p>	<p>A TA will be submitted with consultation with the local Highway Authorities including National Highways. The latest guidance on Tas has been applied.</p>

Relevant NPPF Paragraph Reference	Requirement of the NPPF	Location of Information Provided to Address This
	could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.	
Paragraph 110	In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: d) 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.	A TA will be submitted with consultation with the local Highway Authorities including National Highways. The latest guidance on Tas has been applied.
Paragraph 111	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 would be severe.	The TA and Framework CTMP document will be submitted outlining the measures proposed to mitigate the transport impacts. A requirement of the DCO will be to ensure that these measures will be developed in detail and complied with.
Paragraph 112	<p>Within this context, applications for development should:</p> <ul style="list-style-type: none"> <li>a. give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;</li> <li>b. address the needs of people with disabilities and reduced mobility in relation to all modes of transport;</li> <li>c. create places that are safe, secure and attractive – which minimise the scope for conflicts between</li> </ul>	Given the rural location it is acknowledged that there are limitations on staff travelling to the Order limits by walking, cycling and public transport. A Framework CTMP document will be submitted outlining the measures proposed to mitigate the transport impacts. A requirement of the DCO will be to ensure that these measures will be developed in detail and complied with.

**Relevant NPPF  
Paragraph  
Reference**

**Requirement of the NPPF**

**Location of Information Provided to Address This**

---

	<p>pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;</p> <p>d. allow for the efficient delivery of goods, and access by service and emergency vehicles; and</p> <p>e. be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.</p>	
<p>Paragraph 113</p>	<p>All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.</p>	<p>The TA and Framework CTMP document will be submitted outlining the measures proposed to mitigate the transport impacts. A requirement of the DCO will be to ensure that these measures will be developed in detail and complied with.</p>

---

## **National Planning Policy Guidance**

- 2.3.5 The National Planning Policy Guidance (NPPG) (Ref. 5) sets out guidance for the Government's planning policies for England and how these should be applied.
- 2.3.6 The relevant NPPG paragraphs, together with an indication of where in the PEIR (or ES) the information is (or will be) provided to address these requirements, are provided in (Table 2-3).



**Table 2-3: Relevant NPPG requirements for the Transport and Access assessment**

<b>Relevant NPPG Paragraph Reference</b>	<b>Requirement of the NPPG</b>	<b>Location of Information Provided to Address This</b>
Paragraph 14	<p>The need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development.</p> <p>Key issues to consider at the start of preparing a Transport Assessment or Statement may include:</p> <ul style="list-style-type: none"> <li>a. the planning context of the development proposal;</li> <li>b. appropriate study parameters (i.e. area, scope and duration of study);</li> <li>c. assessment of public transport capacity, walking/cycling capacity and road network capacity;</li> <li>d. road trip generation and trip distribution methodologies and/or assumptions about the development proposal;</li> <li>e. measures to promote sustainable travel;</li> <li>f. safety implications of development; and</li> <li>g. mitigation measures (where applicable) – including scope and implementation strategy.</li> </ul>	<p>A TA will be submitted with consultation with the local Highway Authorities including National Highways. The latest guidance on TAs has been applied.</p>
Paragraph 15	<p>The scope and level of detail in a Transport Assessment or Statement will vary from site to site but the following should be considered when settling the scope of the proposed assessment:</p>	<p>A TA will be submitted with consultation with the local Highway Authorities including National Highways. The latest guidance on TAs has been applied.</p>

**Relevant NPPG  
Paragraph  
Reference**

**Requirement of the NPPG**

**Location of Information Provided to Address This**

- 
- a. information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport)
  - b. information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;
  - c. data about existing public transport provision, including provision/frequency of services and proposed public transport changes;
  - d. a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;
  - e. an assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next 3 years);
  - f. data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;
  - g. an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area;

**Relevant NPPG  
Paragraph  
Reference**

**Requirement of the NPPG**

**Location of Information Provided to Address This**

- 
- h. an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);
  - i. measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;
  - j. a description of parking facilities in the area and the parking strategy of the development;
  - k. ways of encouraging environmental sustainability by reducing the need to travel; and
  - l. measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.

## 2.4 Guidance

### Travel Plans, Transport Assessments and Statements

- 2.4.1 Department for Transport's (DfT) guidance on Travel Plans, Transport Assessments and Statements in Decision Making (Ref. 6) states that when there are traffic implications on the Strategic Road Network, collaborative work should be ongoing between local planning authorities, transport authorities, network operators and other relevant bodies.

### DfT Circular 01/2022

- 2.4.2 The DfT Circular 01/2022 (Ref. 7) is the policy of the Secretary of State for Transport in relation to the SRN. This policy paper explains how National Highways will:
- a. Engage with the planning system; and
  - b. Fulfil its remit to be a delivery partner for sustainable economic growth whilst maintaining, managing, and operating a safe and efficient strategic road network.
- 2.4.3 It addresses the requirements for roadside facilities, including heavy goods vehicles driver services and new provisions for zero emissions vehicles.

### Other Industry Guidance

- 2.4.4 The Institute of Environmental Management and Assessment (IEMA) Guidelines for the Environmental Assessment of Road Traffic (1993) (Ref. 8) and IEMA Guidelines for the Environment Assessment of Traffic and Movement (2023) (Ref. 9), provides guidance on examining the environmental impacts of developments in terms of traffic and transportation. This guidance has been used to outline the scope of the assessment.
- 2.4.5 Other Guidance documents have been taken into account alongside the above documents to guide development of this chapter, as referenced below:
- a. Design Manual for Road and Bridges (DMRB) (Ref. 10)

## 3. Local Policy and Guidance

### 3.1 Policy

- 3.1.1 The following local policies have been considered and are relevant to the assessment of the effects of the Scheme on socioeconomics and land use:
- a. Doncaster Local Plan 2015 – 2035 (Ref. 11); Outlines how the Borough will grow and develop from 2015-2035. It sets out policies and proposals to meet the needs for housing, employment, and other development. According to planning law, planning permission applications must be determined in accordance with the Plan, unless material considerations, such as NPPF, indicated otherwise;
  - b. Doncaster Infrastructure Strategy 2019 (Ref. 12); The Doncaster Infrastructure Strategy outlines the investment requirements and funding mechanisms to support the delivery of growth objectives specified in the Doncaster Local Plan up to 2035. Additionally, it addresses who will be responsible for providing infrastructure, timelines and locations; and
  - c. Sheffield City Region Transport Strategy (Ref. 13); Sets out the transport priorities for the Sheffield City Region up to 2040 with the vision to achieve three main goals: residents and businesses connected to economic opportunity, a cleaner and greener Sheffield City Region, and a safe, reliable and accessible transport network.
- 3.1.2 The Site is located entirely within the City of Doncaster Council's administrative area and comprises land which is predominantly agricultural in nature. The administrative areas of North Yorkshire Council and East Riding of Yorkshire Council are located immediately north and approximately 1 km north east of the Site.
- 3.1.3 The policies set out in the documents above relate to how traffic and transport related impacts should be dealt with, in terms of identifying the level of impact, as well as mitigation, which might be necessary. Therefore, in accordance with the policies and guidance set out above, a Transport Assessment will be prepared (scope and approach to be confirmed with National Highways and Doncaster Council), which identifies the impact of the Scheme and what mitigation is required.

## 4. References

- Ref. 1 Department of Energy and Climate Change (DECC) (2023). National Policy Statement for Energy (EN-1). Available at: <https://assets.publishing.service.gov.uk/media/65bbfbdc709fe1000f637052/overarching-nps-for-energy-en1.pdf>. [Accessed 15 February 2024].
- Ref. 2 DECC (2023). National Policy Statement for Renewable Energy Infrastructure (EN-3). Available at: <https://assets.publishing.service.gov.uk/media/65a7889996a5ec000d731aba/nps-renewable-energy-infrastructure-en3.pdf>. [Accessed 15 February 2024].
- Ref. 3 DECC (2023). National Policy Statement for Electricity Networks Infrastructure (EN-5). Available at: <https://assets.publishing.service.gov.uk/media/65a78a5496a5ec000d731abb/nps-electricity-networks-infrastructure-en5.pdf>. [Accessed 15 February 2024].
- Ref. 4 Ministry of Housing, Communities and Local Government (2023). National Planning Policy Framework. Available at: [https://assets.publishing.service.gov.uk/media/65a11af7e8f5ec000f1f8c46/NPPF\\_December\\_2023.pdf](https://assets.publishing.service.gov.uk/media/65a11af7e8f5ec000f1f8c46/NPPF_December_2023.pdf). [Accessed 15 February 2024].
- Ref. 5 His Majesty's Government (2014). National Planning Practice Guidance. Available at: <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>. [Accessed 15 February 2024].
- Ref. 6 Department for Transport's (DfT) (2014). Guidance on Travel Plans, Transport Assessments and Statements in Decision Taking. Available at: <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>. [Accessed 15 February 2024].
- Ref. 7 DfT (2022). The DfT Circular 01/2022. Available at: <https://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development>. [Accessed 15 February 2024].
- Ref. 8 The Institute of Environmental Management and Assessment (IEMA) (1993). Guidelines for the Environmental Assessment of Road Traffic. Available at: [https://gat04-live-1517c8a4486c41609369c68f30c8-aa81074.divio-media.org/filer\\_public/dc/df/dcdfa287-b475-4fbb-bd4e-a1e96b06be5d/cd71-guideline-for-the-environmental-assessment-of-road-traffic-institute-of-environmental.pdf](https://gat04-live-1517c8a4486c41609369c68f30c8-aa81074.divio-media.org/filer_public/dc/df/dcdfa287-b475-4fbb-bd4e-a1e96b06be5d/cd71-guideline-for-the-environmental-assessment-of-road-traffic-institute-of-environmental.pdf). [Accessed 15 February 2024].
- Ref. 9 IEMA (2023). Environmental Assessment of Traffic and Movement. Available at <https://www.iema.net/resources/blog/2023/07/12/new-iema-guidance-environmental-assessment-of-traffic-and-movement>. [Accessed 15 February 2024].
- Ref. 10 National Highways (2020). Design Manual for Road and Bridges (DMRB). Available at: <https://nationalhighways.co.uk/suppliers/design-standards-and-specifications/design-manual-for-roads-and-bridges-dmrb/>. [Accessed 15 February 2024].
- Ref. 11 City of Doncaster Council (2021). City of Doncaster Local Plan. Available at <https://www.doncaster.gov.uk/services/planning/local-plan>. [Accessed 15 February 2024].

- Ref. 12 City of Doncaster Council (2020). Doncaster Infrastructure Strategy.  
Available at [https://dmbcwebstolive01.blob.core.windows.net/media/Default/Planning/Documents/Local%20Plan/Evidence%20-%20General/Doncaster%20Infrastructure%20Strategy%20Main%20Report%20\(2020%20Update\).pdf](https://dmbcwebstolive01.blob.core.windows.net/media/Default/Planning/Documents/Local%20Plan/Evidence%20-%20General/Doncaster%20Infrastructure%20Strategy%20Main%20Report%20(2020%20Update).pdf). [Accessed 15 February 2024].
- Ref. 13 Sheffield City Region (2019). Sheffield City Region Transport Strategy.  
Available at [https://southyorkshire-ca.gov.uk/getmedia/69c38b3f-1e97-4431-91f4-913acf315632/SCR\\_Transport\\_Report-v4-5-04-06-19-\(1\).pdf](https://southyorkshire-ca.gov.uk/getmedia/69c38b3f-1e97-4431-91f4-913acf315632/SCR_Transport_Report-v4-5-04-06-19-(1).pdf).  
[Accessed 15 February 2024].



**BOOM**  
POWER

**BUILD | OWN | OPERATE | MAINTAIN**

**BOOM-POWER.CO.UK**