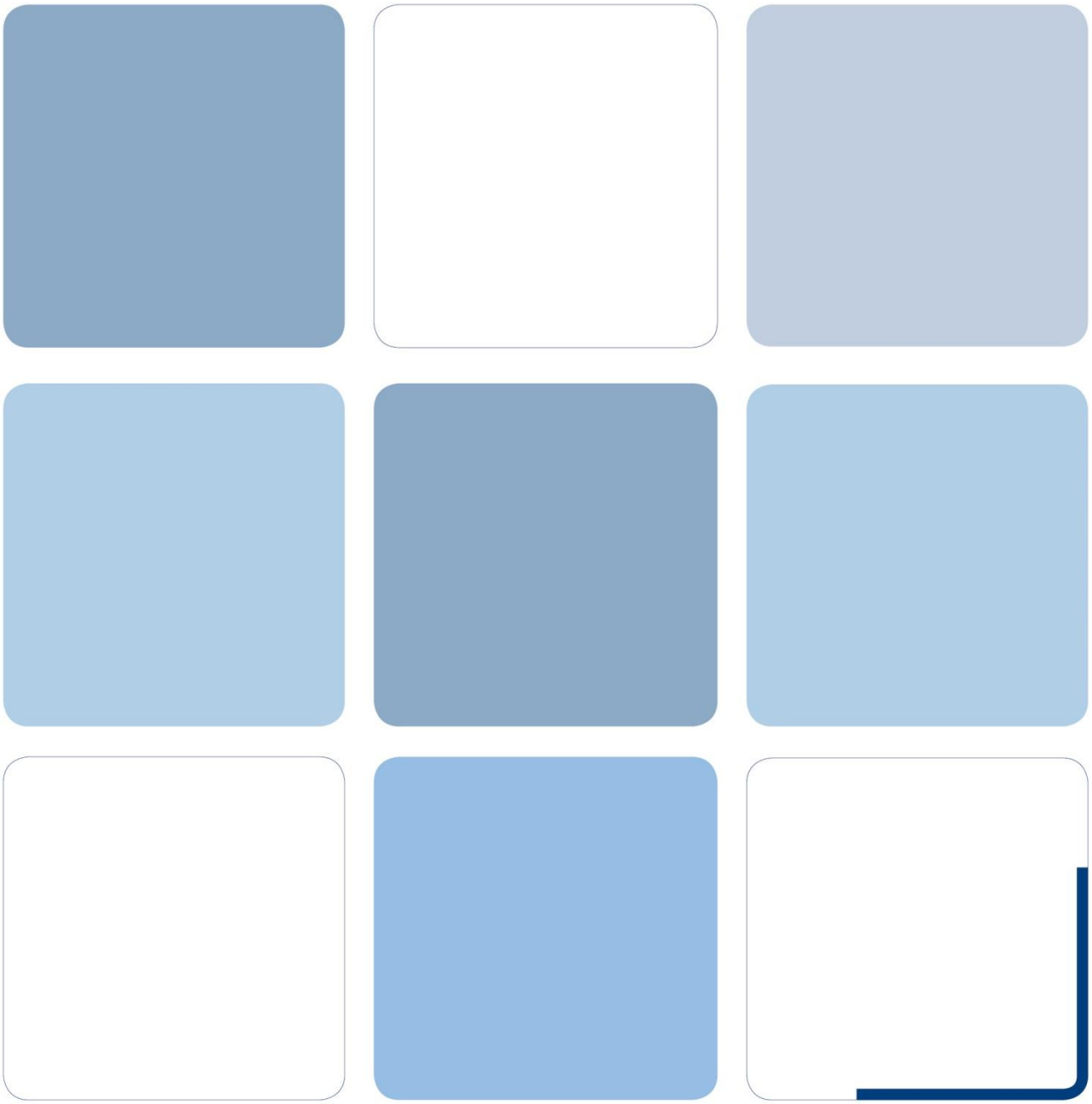
Heckington Fen Wind Park Variation of Consent (Environmental Statement) 2018

Transport and Access Assessment Update



HECKINGTON FEN WIND PARK
VARIATION OF CONSENT
(ENVIRONMENTAL STATEMENT) 2018

TRANSPORT AND ACCESS ASSESSMENT UPDATE

APPENDIX 7

10 May 2018

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RPS
20 Western Avenue
Milton Park
Abingdon
Oxon
OX14 4SH

Tel: 01235 821888
Email: rpsox@rpsgroup.com

QUALITY MANAGEMENT

Prepared by:	**Joanna Gunn**
Authorised by:	**David Archibald**
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CONTENTS

1 INTRODUCTION

1.1 This report has been provided as part of an update to Chapter 11: Transport and Access of the Heckington Fen Wind Park Environmental Statement (ES) that was prepared in 2011 (referred to as the 2011 ES), and the Variation of Consent Environmental Statement prepared in 2015 (referred to as the 2015 variation ES).

1.2 In relation to transport and access, this addendum sets out the following:

- Updated planning policy;
- Updated annual average two-way daily traffic flows; and
- Revised Environmental Impact Assessment (EIA) based on updated baseline traffic flows.

1.3 For ease of reference, this Addendum follows the same section headings as the 2011 chapter and provides an update where relevant.

2 ENVIRONMENTAL IMPACT ASSESSMENT UPDATE

Context

2.1 There have been no changes to this section from the submitted 2011 Transport and Access chapter.

Policy Context

2.2 Paragraph 11.9 of the 2011 ES Transport and Access chapter refers to national planning policy, specifically Planning Policy Guidance 13: Transport. Planning Policy Guidance 13: Transport was withdrawn and replaced by the National Planning Policy Framework (2012). This was addressed in the 2015 variation ES.

2.3 The National Planning Policy Framework (NPPF) sets out national policy for delivering sustainable growth and development. The NPPF aims to make the planning system less complex and more accessible and replaces a wealth of Planning Policy Statements and Guidance including PPG13.

2.4 The NPPF advises that development should be approved unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. Paragraph 32 of the document states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

2.5 Paragraphs 11.10 to 11.12 of the 2011 ES Transport and Access chapter refers to the East Midlands Regional Plan (2009). This was revoked in March 2013 and there has been no replacement.

2.6 Policy pertaining to the North Kesteven Local Plan (2007) is referenced in paragraphs 11.13 to 11.15 of the 2011 ES Transport and Access chapter. This has since been replaced by the Central Lincolnshire Local Plan (adopted April 2017). Policy LP1: A Presumption in Favour of Sustainable Development, states the following:

> *"When considering development proposals, the Central Lincolnshire districts of West Lindsey, Lincoln City and North Kesteven will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The districts will always work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in Central Lincolnshire."*

2.7 Paragraph 11.16 of the 2011 ES Transport and Access chapter references the Lincolnshire County Council's Highways, 3rd Local Transport Plan 2011/12 to 2012/13. The 4th Lincolnshire Local Transport Plan (LTP4) covering the period 2013/14-2022/23 has since replaced the 3rd Local Transport Plan 2011/2012 to 2012/2013. The 3rd and 4th local plans have similar objectives over different timescales.

Methodology

2.8 Paragraph 11.22 of the 2011 ES Transport and Access chapter refers to the Highways Agency which has subsequently become Highways England as of April 2015.

Guidance

2.9 Paragraph 11.26 of the 2011 ES Transport and Access chapter refers to 'Guidance on Transport Assessments (2007)' which was withdrawn in October 2014. This guidance has not been replaced by any like for like replacement, but some guidance is set out in the NPPF.

2.10 Paragraph 11.27 of the 2011 ES Transport and Access chapter refers to Planning Policy Guidance 13: Transport. As aforementioned, this has been replaced by the National Planning Policy Framework (2012). The proposals are not predicted to generate significant volumes of movement, therefore in the current policy area, a Transport Assessment is not required.

2.11 Paragraph 11.29 of the 2011 Transport and Access chapter refers to the Highways Agency which has subsequently become Highways England.

Consultations

2.12 Paragraph 11.33 of the 2011 ES Transport and Access chapter refers to the Highways Agency which has subsequently become Highways England.

Baseline Conditions

Access onto Site

2.13 The 2011 Transport and Access chapter sets out the distribution and assignment of construction traffic onto the highway network. The access route for all abnormal indivisible loads is as follows:

- M62 (via Goole Port);
- M18;
- A1(M);
- A1;
- A17; then
- Access onto site from a new proposed site access point.

2.14 Figure 11.1 of the 2011 ES sets out the route for abnormal indivisible loads to the site. Paragraph 11.36 of the 2011 Transport and Access chapter states that these roads will provide access for the site for construction traffic, the delivery of the turbine components and for the operational phase. All abnormal indivisible loads will use this access route to the proposed development site at Heckington; however, daily construction vehicles are likely to arrive to the site via a range of strategic roads in addition to the above route.

2.15 As procurement of construction materials will not be obtained until post-submission and upon appointment of a contractor, and since this may alter throughout the construction process, the

precise routeing of vehicle movements attributed to the construction of the site cannot be accurately calculated presently. Therefore, to enable a robust assessment, three scenarios will be assessed whereby 100% of all construction traffic travels to the site via three routes:

- A17 west;
- A17 east; and
- A1121.

2.16 Paragraph 11:37 of the 2011 ES, and paragraph 10.31 of the 2015 variation ES, have been updated to reflect up to date traffic flows. Additional data was sourced from the Department for Transport (DfT) to update the traffic flows stated in the 2011 Transport and Access chapter and 2015 Variation of Consent, with additional traffic flows incorporated into the highway network model for other routes to allow for a robust assessment.

2.17 The traffic counter north of Sleaford, as used in the 2011 ES Transport and Access chapter, is to the west of the A153 East Road / B1515 East Road junction which links to one of three B-roads which route to Sleaford town centre. Traffic flow data for the A17 east of Sleaford is more reflective of traffic flows on the A17 within the vicinity of the site, therefore the alternative DfT counter, located on the A17 east of Sleaford, has been used for this assessment.

2.18 The 2016 annual average daily traffic flow on the A17 north of Sleaford, as per the 2011 Transport and Access chapter, was 25,451 total vehicles, of which 3,037 (11.9%) were HGVs. The new traffic flow data sourced from the DfT counter on the A17, east of Sleaford, shows the 2016 annual average daily traffic flow was 19,470 vehicles of which 2,706 (13.9%) were HGVs.

2.19 For the A17 at the A52 junction, as per the 2011 ES Transport and Access chapter, the 2016 annual average daily traffic flows are 10,544 vehicles of which 1,982 (18.8%) are HGVs.

2.20 In addition to the above traffic flows, an additional traffic count located on the A1121 north of Hubbert's Bridge was also obtained. The A1121 routes between the A17 and A52 at Boston, east of the site, and is likely that a percentage of construction vehicles will use this route to the site. In 2016 the annual average daily two-way traffic flow was 7,652 vehicles, of which 650 (8.5%) were HGVs.

2.21 To obtain traffic flows for the first full construction year (2021), growth rates have been applied to the 2016 traffic flows using the DfT software TEMPRO to create base 2021 traffic flows. The TEMPRO software presents the output of the DfT's National Trip End Model which forms part of the National Transport Model (NTM). The DfT's Webtag guidance Unit 3.15.2 advises the use of NTM in preference to the National Road Traffic Forecasts (NRTF) as the NTM data is based on a more up-to-date model.

2.22 The TEMPRO growth rates used to establish 2021 traffic flows are shown in Table 1:

Table 1: TEMPRO Growth Rates

Level	Area	Local Growth Figure
Authority	Boston	1.0684
Authority	North Kesteven	1.0630

2.23 The baseline annual average daily traffic (AADT) flows for the first full construction year (2021) for the A17 east of Sleaford are predicted to be 20,697 of which 2,876 would be HGVS. AADT flows for the A17 at the A52 junction as per the 2011 Transport and Access chapter are 11,266 vehicles of which 2,118 would be HGVs. Annual average daily two-way traffic flows for the A1121 are 8,176 vehicles of which 694 would be HGVs.

2.24 Paragraph 11.38 of the 2011 Transport and Access chapter states that access to the site would be taken via the A17. All abnormal indivisible loads will use this access route, as set out in paragraph 18, to the proposed site at Heckington. Day to day construction vehicles such as heavy goods vehicles, light goods vehicles and staff vehicle movements will access the site from a combination of points on the network. Staff vehicle movements are likely to be generated from the local area; whereas HGV vehicle movements are likely to access the local network from a range of strategic roads such as the M6 and A1(M) and route along the network of A roads to the site. Therefore, traffic is likely to be generated on other parts of the highway network in addition to the proposed access route for abnormal indivisible loads.

Rail

2.25 There have been no changes to this section from the submitted 2011 Transport and Access chapter.

Sea

2.26 There have been no changes to this section from the submitted 2011 Transport and Access chapter.

Component Delivery

2.27 There have been no changes to this section from the submitted 2011 Transport and Access chapter.

Cranes and Support Vehicles

2.28 There have been no changes to this section from the submitted 2011 Transport and Access chapter.

Generator

2.29 There have been no changes to this section from the submitted 2011 Transport and Access chapter.

Public Highway Improvements

2.30 There have been no changes to this section from the submitted 2011 Transport and Access chapter.

Public Footpaths and Bridleways

2.31 There have been no changes to this section from the submitted 2011 Transport and Access chapter.

Traffic Management

2.32 There have been no changes to this section from the submitted 2011 Transport and Access chapter.

Assessment of Effects

2.33 There have been no changes to this section from the submitted 2011 Transport and Access chapter.

Construction

2.34 Paragraph 11.56 of the 2011 ES Transport and Access chapter states the 2009 annual average two-way traffic flows for the A17 east and west of the site. As per paragraph 26, the traffic flows have been updated to reflect baseline conditions for the year of construction (2021).

2.35 To enable a robust scenario, the average daily HGV movements and maximum staff vehicle movements have been added to each link of the traffic flow model to calculate the percentage impact of 100% of daily HGV traffic routeing to the site from each direction. Whilst this is not likely to occur in practice, assessing a worst case scenario allows for the daily fluctuations of vehicle movements on the local highway network to be assessed.

2.36 With the addition of construction traffic, 2021 AADT flows for the A17 east of Sleaford would be 20,739 of which 2,894 (14%) would be HGVs, an increase in total vehicles of 0.2%. AADT flows for the A17 at the A52 junction are 11,308 vehicles of which 2,136 (18.9%) would be HGVs, an increase in total vehicles of 0.37%. AADT flows for the A1121 are 8,218 vehicles of which 712 (8.7%) would be HGVs, an increase in total vehicles of 0.51%.

2.37 The reference to Table 11.4 of the 2011 ES Traffic and Transport chapter states that 4,764 HGVs, large vehicles and abnormal indivisible load movements would occur during the construction process of 52 weeks. Over a construction period of 52 weeks, with 5 working days per week, this equates to approximately 18 two-way HGV movements per day. This has been assessed against a 2021 baseline.

2.38 Paragraph 11.62 of the 2011 ES Transport and Access Chapter states that there would be a number of staff accessing the site on a daily basis, amounting to between 3 and 8 staff per day during earthworks and between 4 and 12 staff per day during turbine installation. As the maximum number of staff on site would be 12, and assuming all staff travel to the site via single occupancy vehicles, there would be a maximum of 24 two-way staff vehicle movements per weekday. This maximum number of staff vehicle movements has been assessed against the 2021 baseline.

2.39 Paragraph 11.63 of the 2011 ES Transport and Access chapter states that there would generally be a potential maximum of up to 11.06 heavy vehicle movements per day for the foundations construction process. 11.06 is the average daily vehicle movements rather than the maximum daily vehicle movements for the foundation construction process.

Operation

2.40 There have been no changes to this section from the submitted 2011 Transport and Access chapter.

Decommissioning

2.41 There have been no changes to this section from the submitted 2011 Transport and Access chapter.

Mitigation

2.42 There have been no changes to this section from the submitted 2011 Transport and Access chapter.

Statement of Residual Significance

2.43 Chapter 2 of the 2011 ES sets out the assessment methodology used to produce the chapter, including all relevant guidance, description of baseline conditions and assessment of the environmental impact. This addendum updates the baseline conditions of the 2011 Transport and Access chapter and the 2015 Variation of Consent and assesses the revised EIA based on the updated information.

2.44 The magnitude of the impact of the construction traffic is minor, which is considered not significant and there is no change from the conclusions from the 2011 ES Transport and Access chapter and the Variation of Consent Environmental Statement prepared in 2015.

3 STATEMENT OF COMPETENCE

3.1 David Archibald has over 17 years' experience in preparing transport appraisals, Transport Assessments, Environmental Impact Assessments and transportation inputs to Environmental Statements for a large range of NSIP, energy, wind farm, renewable, residential, commercial, waste, landfill and mixed use development sites.