



Fosse Green Energy

Preliminary Environmental Information Report

VOLUME

3

**Appendix 13-A: Traffic and
Transport Policy and Legislation**

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1. Introduction

1.1 Purpose of this Appendix

- 1.1.1 This Preliminary Environmental Information (PEI) Report appendix identifies and describes the legislation, policy and supporting guidance considered relevant to the assessment of the likely significant effects of the Proposed Development on Traffic and Transport.
- 1.1.2 Legislation and policy are considered at both national and local levels.
- 1.1.3 This appendix does not assess the Proposed Development against legislation and policy, instead the purpose of considering legislation and policy in the EIA is twofold:
 - a. To identify legislation and policy that could influence the determination of important Traffic and Transport features (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 PEI Report 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 following sections identify and describe the legislation, policy and supporting guidance considered specifically relevant to the Traffic and Transport assessment (the assessment) as presented in **PEI Report Volume 1 Chapter 13: Traffic and Transport**.

2. National Policy and Guidance

2.1 National Policy

- 2.1.1 The EIA takes account of the following National Policy Statements (NPSs), designated in January 2024, which have effect in relation to the Proposed Development and provide a framework for decision making by the Secretary of State:
 - a. Overarching National Policy Statement for Energy (EN1) (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).
- 2.1.2 These 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 how the decision maker should consider these impacts and mitigation measures.

- 2.1.3 The relevant NPS requirements, together with an indication of where in the PEI Report the information is provided to address these requirements, are provided in **Table 1**. NPS EN-3 contains a section on climate change adaptation in Section 2.3, but this is not relevant to the Proposed Project. Therefore, **Table 1** only lists relevant NPS requirements from NPS EN-1 and NPS EN-5.

Table 1: Relevant NPS Policy for Traffic and Transport

Relevant NPS paragraph reference	Requirement of the NPS	Location of information provided to address this
National Policy Statement for Energy EN-1 (November 2023)		
Paragraph 5.14.5	If a project is likely to have significant transport implications, the applicant's ES (see Section 4.3) should include a transport appraisal. The DfT's Transport Analysis Guidance (TAG) and Welsh Governments WeTAG provides guidance on modelling and assessing the impacts of transport schemes.	Section 13.7 in the PEI Report Volume 1 Chapter 13: Traffic and Transport outlines the preliminary assessment of effects.
Paragraph 5.14.6	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. and applicants should consult with National Highways and Highways Authorities as appropriate on the assessment and mitigation to inform the application to be submitted.	Section 13.3 in the PEI Report Volume 1 Chapter 13: Traffic and Transport outlines the consultation carried out.
Paragraph 5.14.7	The applicant should prepare a travel plan including demand management and monitoring measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by active, public and shared transport to: • reduce the need for parking associated with the proposal; • contribute to decarbonisation of the transport network; and	A Construction Traffic Management Plan (CTMP) will be produced at ES stage, but section 13.6 in the PEI Report Volume 1 Chapter 13: Traffic and Transport outlines the embedded mitigation measures that have been incorporated into the design of the Proposed Development.

Relevant NPS paragraph reference **Requirement of the NPS**

Location of information provided to address this

	improve user travel options by offering genuine modal choice.	
Paragraph 5.14.8	The assessment should also consider any possible disruption to services and infrastructure (such as road, rail and airports).	Section 13.7 in the PEI Report Volume 1 Chapter 13: Traffic and Transport outlines the forecast impacts on the road network as a result of the Proposed Development during the construction (and decommissioning).
Paragraph 5.14.9	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	A CTMP will be produced at ES stage which will outline the additional transport infrastructure, but section 13.6 in the PEI Report Volume 1 Chapter 13: Traffic and Transport outlines some typical embedded mitigation measures.
Paragraph 5.14.11	Where mitigation is needed, possible demand management measures must be considered. This could include identifying opportunities to: - reduce the need to travel by consolidating trips, - locate development in areas already accessible by active travel and public transport, - provide opportunities for shared mobility, - re-mode by shifting travel to a sustainable mode that is more beneficial to the network, - retime travel outside of the known peak times,	A CTMP will be produced at ES stage which will outline possible demand management measures, but section 13.6 in the PEI Report Volume 1 Chapter 13: Traffic and Transport outlines some typical embedded mitigation measures.

Relevant NPS paragraph reference

Requirement of the NPS

Location of information provided to address this

	f. reroute to use parts of the network that are less busy	
Paragraph 5.14.12	All stages of the project should support and encourage a modal 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	Section 13.6 in the PEI Report Volume 1 Chapter 13: Traffic and Transport.
Paragraph 5.14.13	Regard should always be given to the needs of freight at all stages in the construction and operation of the development including the need to provide appropriate facilities for HGV drivers as appropriate	Section 13.6 in the PEI Report Volume 1 Chapter 13: Traffic and Transport.
Paragraph 5.14.14	The Secretary of State may attach requirements to a consent where there is likely to be substantial HGV traffic that: - 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 - 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	Section 13.6 in the PEI Report Volume 1 Chapter 13: Traffic and Transport.

Relevant NPS paragraph reference

Requirement of the NPS

Location of information provided to address this

	ensure satisfactory arrangements for reasonably foreseeable abnormal disruption, in consultation with network providers and the responsible police force	
Paragraph 5.14.15	The Secretary of State 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.	Section 13.6 in the PEI Report Volume 1 Chapter 13: Traffic and Transport.
Paragraph 5.14.18	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.	Section 13.6 in the PEI Report Volume 1 Chapter 13: Traffic and Transport.
Paragraph 5.14.20	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	Section 13.6 in the PEI Report Volume 1 Chapter 13: Traffic and Transport.

Relevant NPS paragraph reference **Requirement of the NPS**

Location of information provided to address this

Paragraph 5.14.21	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	Section 13.6 in the PEI Report Volume 1 Chapter 13: Traffic and Transport .
National Policy Statement for Energy EN-3 (November 2023)		
Paragraph 2.10.35	Applicants will need to consider the suitability of the access routes to the proposed site for both the construction and operation of the solar farm with the former likely to raise more issues.	Section 13.6 in the PEI Report Volume 1 Chapter 13: Traffic and Transport .
Paragraph 2.10.37	Developers will usually need to construct on-site access routes for operation and maintenance activities, such as footpaths, earthworks, or landscaping.	Section 13.6 in the PEI Report Volume 1 Chapter 13: Traffic and Transport .
Paragraph 2.10.39	Applications should include the full extent of the access routes necessary for operation and maintenance and an assessment of their effects	Section 13.6 in the PEI Report Volume 1 Chapter 13: Traffic and Transport .
Paragraph 2.10.40	Proposed developments may affect the provision of public rights of way networks.	Section 13.6 and 13.7 in the PEI Report Volume 1 Chapter 13: Traffic and Transport .

Relevant NPS paragraph reference

Requirement of the NPS

Location of information provided to address this

Paragraph 2.10.41	Public rights of way may need to be temporarily closed or diverted to enable construction, however, applicants should keep, as far as is practicable and safe, all public rights of way that cross the proposed development site open during construction and protect users where a public right of way borders or crosses the site.	Section 13.6 and 13.7 in the PEI Report Volume 1 Chapter 13: Traffic and Transport.
Paragraph 2.10.45	Applicants should set out detail on how public rights of way would be managed to ensure they are safe to use in an outline Public Rights of Way Management Plan.	Section 13.5 in the PEI Report Volume 1 Chapter 13: Traffic and Transport.
National Policy Statement for Energy EN-5 (November 2023)		
	NPS EN-5 sets out the policies relating to electricity generation and its infrastructure, for consideration in conjunction with NPS EN-1.	Not applicable to the traffic and transport assessment.

2.2 National Planning Policy Framework

- 2.2.1 The National Planning Policy Framework (NPPF) (Ref 4) sets out the Government's planning policies for England and how these are expected to be applied. Paragraph 5 outlines that while the Framework does not contain specific policies for Nationally Significant Infrastructure Projects (NSIPs), the NPPF is still relevant when considering the determination of DCOs. As a result, the EIA is taking the NPPF into account.
- 2.2.2 Paragraph 8 defines three overarching objectives within the NPPF, which are interdependent and need to be pursued in mutually supportive ways:
- a. **An economic objective:** to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b. **A social objective:** to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - c. **An environmental objective:** to contribute to protecting and enhancing the natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 2.2.3 Relevant NPPF requirements relating to Transport and Access, along with an indication of where this information is located within the PEI Report to address these requirements, are provided in **Table 2**.

Table 2: Relevant NPPF Policy for Traffic and Transport

Relevant NPPF paragraph reference	Requirement of the NPPF	Location of information provided to address this
Paragraph 108	Transport issues should be considered from the earliest stages of plan-making and development proposals, so 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 taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and - patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.	Section of 13.6 and 13.7 of PEI Report Volume 1 Chapter 13: Traffic and Transport .
Paragraph 109	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 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.	Sections 13.5 and 13.6 of PEI Report Volume 1 Chapter 13: Traffic and Transport .

Relevant NPPF paragraph reference	Requirement of the NPPF	Location of information provided to address this
Paragraph 110	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>	Section 13.3 of PEI Report Volume 1 Chapter 13: Traffic and Transport.
Paragraph 112	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.	Section 13.6 of PEI Report Volume 1 Chapter 13: Traffic and Transport.
Paragraph 113	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 could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.	Section 13.6 of PEI Report Volume 1 Chapter 13: Traffic and Transport.
Paragraph 114	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.	Section 13.6 of PEI Report Volume 1 Chapter 13: Traffic and Transport.
Paragraph 115	Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway	Section 13.7 and 13.9 of PEI Report Volume 1 Chapter 13: Traffic and Transport.

Relevant NPPF paragraph reference	Requirement of the NPPF	Location of information provided to address this
	safety, or the residual cumulative impacts on the road network would be severe.	
Paragraph 116	Within this context, applications for development should: • 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; • address the needs of people with disabilities and reduced mobility in relation to all modes of transport; • create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; • allow for the efficient delivery of goods, and access by service and emergency vehicles; and • be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.	Section 13.7 of PEI Report Volume 1 Chapter 13: Traffic and Transport .
Paragraph 117	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.	Section 13.6 and 13.7 of PEI Report Volume 1 Chapter 13: Traffic and Transport .

2.3 National Planning Policy Guidance

- 2.3.1 The National Planning Policy Guidance (NPPG) (Ref 5) was published on 24 June 2014 and revised in 2019, providing more in-depth guidance to the NPPF. The NPPG 'Travel Plans, Transport Assessments and Statements' provides advice on when Transport Assessments and Transport Statements are required, and what they should contain.
- 2.3.2 The relevant NPPG paragraphs, together with an indication of where in the PEI Report the information is (or will be) provided to address these requirements, are outlined below.
- 2.3.3 Paragraphs 14 and 15 of the NPPG set out the scale, scope and level of detail required in a Transport Assessment of Statement. The key issues to consider include:
- a. the planning context of the development proposal;*
 - b. appropriate study parameters (i.e. area, scope and duration of study);*
 - c. assessment of public transport capacity, walking/cycling capacity and road network capacity;*
 - d. road trip generation and trip distribution methodologies and/ or assumptions about the development proposal;*
 - e. measures to promote sustainable travel;*
 - f. safety implications of development; and*
 - g. mitigation measures (where applicable) – including scope and implementation strategy."*

2.4 National Guidance

Environmental Guidance

- 2.4.1 The Institute of Environmental Management and Assessment (IEMA) Guidelines for the Environmental Assessment of Traffic and Movement (2023) (Ref 6) 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.

DfT Circular 01/2022

- 2.4.2 The DfT Circular 01/2022 (Ref 6) 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 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 8); and
 - b. Construction Logistics and Community Safety (CLOCS). CLOCS Standard, Version 4 (Ref 9)

3. Local Planning Policy and Guidance

3.1 Local Planning Policy

- 3.1.1 Local planning policy documents concerning Transport and Access that are relevant to the Proposed Development, have been outlined below and policy relevant to these documents further considered within **Table 3**.

Central Lincolnshire Local Plan (2023)

- 3.1.2 The Central Lincolnshire Local Plan (Ref 10) was adopted in April 2023 and is a revision of the previous Central Lincolnshire Plan that was adopted in 2017. The Local Plan was revised to ensure it remains current and consistent with latest national guidelines and local circumstances. The Local Plan contains planning policies and allocations for the growth and regeneration of Central Lincolnshire over the next 20 years.

Lincolnshire Local Transport Plan 5 (Consultation Draft)

- 3.1.3 After the Local Transport Plan (LTP) was considered and approved at the Highways and Transport Scrutiny Committee on 24th January 2022, the LTP5 Consultation Draft document was recommended to Full Council on 18th February 2022 for adoption in place of the existing Local Transport Plan. This plan is designed to cover the short- medium- and longer-term time horizons for transport and highways for the whole county (Ref 11).

Lincoln Transport Strategy 2020 to 2036 (2020)

- 3.1.4 The Lincoln Transport Strategy was adopted in January 2021 and is embedded within the Central Lincolnshire Local Plan. This strategy was developed to guide the transportation and infrastructure planning for Lincoln and the surrounding area over a 16-year period. (Ref 12).

Neighbourhood Plans

- 3.1.5 Bassingham Neighbourhood Plan 2016–2036 adopted on 23 November 2017 (Ref 13) and Thorpe on the Hill Neighbourhood Plan 2016–2036 (Ref 14) contain relevant policy and guidance on traffic and transport. This can be found in **Table 3**.

Table 3: Relevant local policy and guidance with respect to Traffic and Transport

Relevant Document	Relevant policies	Location of information provided to address this
Central Lincolnshire Local Plan (Adopted April 2023)	Policy S48: Walking and Cycling Infrastructure Development proposals should facilitate active travel by incorporating measures suitable for the scheme from the design stage. Plans and evidence accompanying applications will demonstrate how the ability to travel by foot or cycle will be actively encouraged by the delivery of well designed, safe and convenient access for all both into and through the site. Priority should be given to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport by providing a network of high quality pedestrian and cycle routes and green corridors, linking to existing routes and public rights of way where opportunities exist, that give easy access and permeability to adjacent areas. Proposals will: • protect, maintain and improve existing infrastructure, including closing gaps or deficiencies in the network and connecting communities and facilities; • provide high quality attractive routes that are safe, direct, legible and pleasant and are integrated into the wider network; • ensure the provision of appropriate information, including signposting and way-finding to encourage the safe use of the network; • encourage the use of supporting facilities, especially along principle cycle routes; • make provision for secure cycle parking facilities in new developments and in areas with high visitor numbers across Central Lincolnshire; and • consider the needs of all users through inclusive design.	Section 13.6 of in PEI Report Volume 1 Chapter 13: Traffic and Transport.

Relevant Document	Relevant policies	Location of information provided to address this
Bassingham Neighbourhood Plan 2016–2036	POLICY T1: Transport considerations in new development. Where it is appropriate and proportionate, planning applications should be accompanied by information which demonstrates how the following considerations have been addressed: • Provision of safe walking and cycling routes in the immediate area of the site with consideration given to the need to maintain and enhance walkable access to services and facilities in the village, and to the surrounding open countryside; • Opportunities to extend existing routes for walkers and cyclists, including routes linking into the surrounding countryside, as well as into the village, and to accommodate people of all ages and abilities, including those with pushchairs and wheelchairs; • How use of materials, provision of off road parking and shared services and traffic calming measures can encourage low vehicle speeds throughout the development; • How the proposals link with public transport; • Impacts of the traffic arising from the development; and • Identified impacts that will result in an unacceptable reduction in highway safety.	Section 13.6 of in PEI Report Volume 1 Chapter 13: Traffic and Transport.
Thorpe on the Hill Neighbourhood Plan 2016–2036	The priorities listed in Section 10 are to: • Reduce village road congestion; • Reduce the speed of traffic through the village; • Improve accessibility and safety of Thorpe on the Hill footpaths for all age groups; • Improve the road safety of entrance and exit junctions to the village; and • Ensure the 7.5 tonne limit is observed.	Section 13.6 of in PEI Report Volume 1 Chapter 13: Traffic and Transport.

4. References

- Ref 1 Department for Energy Security & Net Zero (2024) Overarching National Policy Statement for Energy (EN-1). Available at: <https://assets.publishing.service.gov.uk/media/655dc190d03a8d001207fe33/overarching-nps-for-energy-en1.pdf>
- Ref 2 Department for Energy Security & Net Zero (2024). National Policy Statement for Renewable Energy Infrastructure (EN-3). Available at: <https://assets.publishing.service.gov.uk/media/655dc352d03a8d001207fe37/nps-renewable-energy-infrastructure-en3.pdf>
- Ref 3 Department for Energy Security & Net Zero (2024). National Policy Statement for Electricity Networks Infrastructure (EN-5). Available at: <https://assets.publishing.service.gov.uk/media/655dc25e046ed400148b9dca/nps-electricity-networks-infrastructure-en5.pdf>
- Ref 4 Department for Levelling Up, Housing and Communities (2023). National Planning Policy Framework. Available at: https://assets.publishing.service.gov.uk/media/65819679fc07f3000d8d4495/NPPF_December_2023.pdf
- Ref 5 Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government (2014) National Planning Practice Guidance on Travel Plans, Transport Assessments and Statements . Available at: <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>
- Ref 6 The Institute of Environmental Management and Assessment (IEMA) Guidelines for the Environmental Assessment of Traffic and Movement (2023)
- 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>
- Ref 8 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-dmrbr/>
- Ref 9 Construction Logistics and Community Safety (CLOCS). CLOCS Standard Version 4 (2022). Available at: <https://www.clocs.org.uk/page/clocs-standard>
- Ref 10 Central Lincolnshire Strategic Planning Committee (2023) Adopted Local Plan 2023. Available at: [Adopted Local Plan 2023 | Central Lincolnshire Local Plan \(n-kesteven.gov.uk\)](https://www.lincolnshire.gov.uk/adopted-local-plan-2023)
- Ref 11 LCC (2022) Local Transport Plan 5 (Consultation Draft). Available at: <https://www.letstalk.lincolnshire.gov.uk/local-transport-plan>

- Ref 12 Lincolnshire County Council (LCC) (2020) Lincoln Transport Strategy 2020-2036. Available at: <https://www.lincolnshire.gov.uk/downloads/file/3608/lincoln-transport-strategy>
- Ref 13 Bassingham Neighbourhood Plan 2016-2036 (2017) Available at: https://www.n-kesteven.gov.uk/sites/default/files/2023-01/bassingham_neighbourhood_plan.pdf
- Ref 14 Thorpe on the Hill Parish Council (2018). Thorpe on the Hill Neighbourhood Plan 2016–2036. Available at: https://www.n-kesteven.gov.uk/sites/default/files/2023-01/neighbourhood_plan_thorpe_on_the_hill.pdf