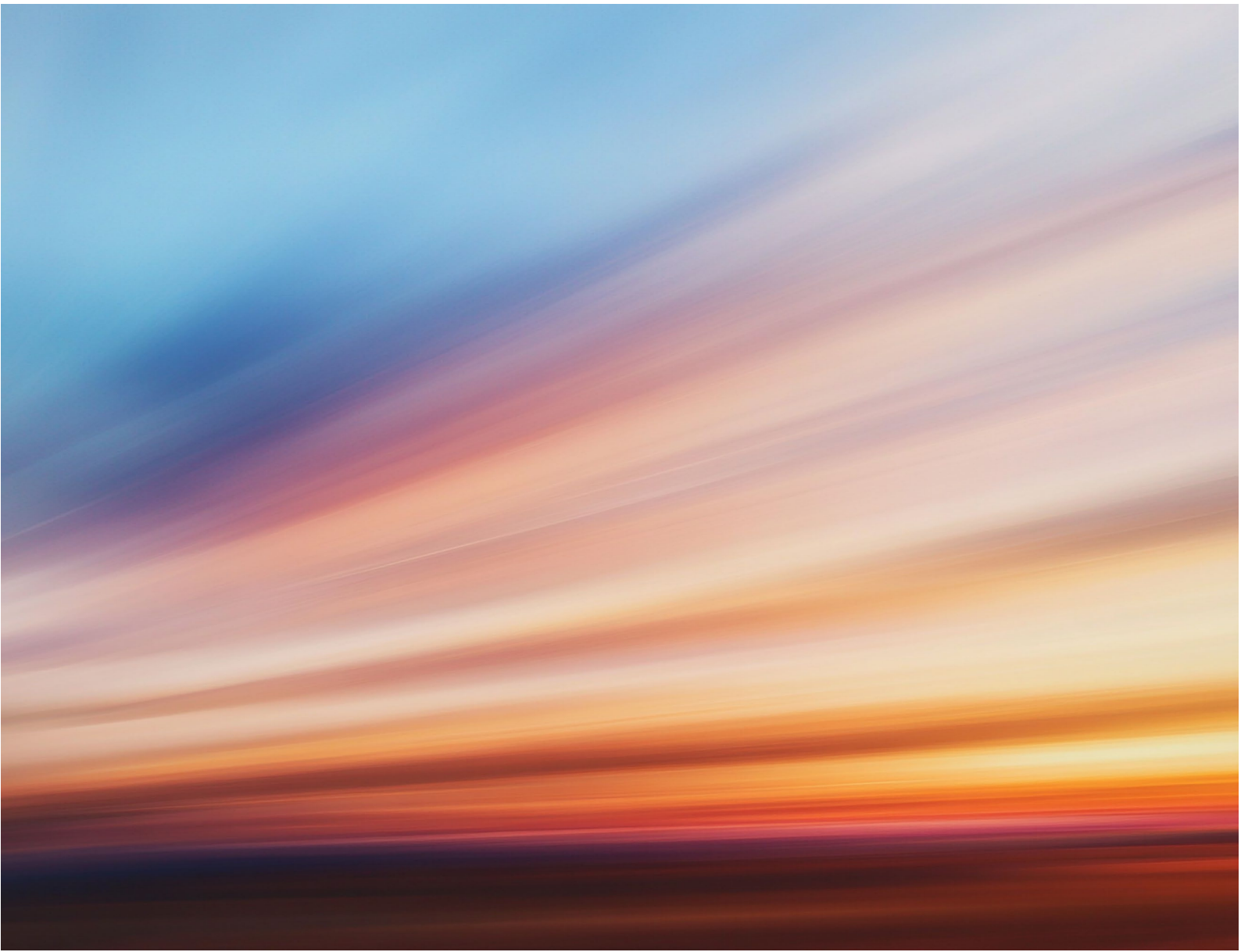
Mylen Leah Solar Farm

Preliminary Environmental Information Report (PEIR)

Volume 1

Chapter 14: Transport and Access

April 2026



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14. Transport and Access

14.1 Introduction

14.1.1 This chapter has been prepared by Pell Frischmann Consultants Limited on behalf of the Applicant. It presents a preliminary assessment of the likely significant effects arising on transport and access during the construction phase of Mylen Leah Solar Farm.

14.1.2 This chapter should be read in conjunction with the following figures in **Volume 2** and with the following appendices in **Volume 3**:

- **Figure 14.1: Transport Study Area**;
- **Figure 14.2: Construction Access Junction Locations**;
- **Figure 14.3: Proposed Access Route**;
- **Figure 14.4: Abnormal Indivisible Load Access Route**;
- **Appendix 14.1: Transport Assessment**; and
- **Appendix 14.2: Outline Construction Traffic Management Plan**.

14.1.3 Further information in relation to Air Quality, Climate and Noise matters resulting from construction traffic can be found in **Chapter 6: Air Quality**, **Chapter 8: Climate** and **Chapter 12: Noise and Vibration** in **Volume 1**.

14.1.4 This assessment includes a review of the construction effects with relation to transport and access matters within the study area network.

14.1.5 Following the Environmental Impact Assessment (EIA) scoping process, transport and access matters during the operational and decommissioning phases have not been considered within this preliminary assessment as agreed with East Riding of Yorkshire Council (ERYC).

14.2 How have we engaged with others about transport and access so far?

14.2.1 **Table 14.1** provides a summary of the engagement undertaken to date to inform this preliminary assessment, outside of the Environmental Impact Assessment (EIA) Scoping process.

Table 14.1: Summary of engagement undertaken to date in relation to transport and access

Consultee	Date of engagement	Summary of engagement
East Riding of Yorkshire Council (ERYC)	24 February 2025	Initial discussion to introduce Mylen Leah Solar Farm and outline the proposed access strategy, proposed study area and data collection requirements. ERYC content with approach to date.
ERYC	19 January 2026	Discussion on access strategy, Site junction locations and data collection process.

Consultee	Date of engagement	Summary of engagement
		Agreement that East Riding Solar Farm be included in cumulative assessment and that the Council prefer the use of Horizontal Directional Drilling (HDD) crossings for all cables in the public road. The Council requested that the PEIR detail how road works and access junctions are to be secured, noting that a technical approval process is still required.
ERYC	12 February 2026	Agreement that the decommissioning phase can be scoped out from the assessment on the basis that a Decommissioning Traffic Management Plan is provided and that this commitment is referenced in the submission.

14.3 What legislation, planning policy and guidance is relevant to transport and access?

14.3.1 The general legislation and planning policy context for Mylen Leah Solar Farm is provided in **Section 1.4** of **Chapter 1: Introducing Mylen Leah Solar Farm** in **Volume 1**. Legislation, planning policy and guidance relevant to this preliminary transport and access assessment is detailed below:

Legislation

14.3.2 There is no legislation of relevance to this preliminary assessment except that which covers the EIA requirements.

National planning policy

- Overarching National Policy Statement for Energy (NPS EN-1) (December 2025, published January 2026)[1];
- National Policy Statement for Renewable Energy Infrastructure (NPS EN-3) (December 2025, published January 2026)[2];
- National Policy Statement for Electricity Networks Infrastructure (NPS EN-5) (December 2025, published January 2026)[3];
- National Planning Policy Framework (2024)[4];

Local planning policy

- East Riding of Yorkshire Local Transport Plan (2021-2039)[5];
- East Riding Local Plan Update 2020-2039 (adopted April 2025)[6]; and
- East Riding of Yorkshire Council Sustainable Transport - Supplementary planning document[7].

Guidance

- Guidelines: Environmental Assessment of Traffic and Movement (Institute of Environmental Management and Assessment (IEMA, 2023)[8];
- Design Manual for Roads & Bridges (DMRB)[9]; and
- Manual for Streets (Department for Transport, 2007)[10].

14.4 What study area has been used for transport and access?

14.4.1 The study area has been based on those roads that are expected to experience changes in traffic flows associated with the construction of Mylen Leah Solar Farm (including the underground grid connection corridor). The geographic scope was determined through a review of the other developments in the area, Ordnance Survey plans and an assessment of the potential origin locations of construction staff and supply locations for construction materials.

14.4.2 Bulk materials for use in the Site will be sourced from existing supply locations located primarily to the west of the Site.

14.4.3 Electrical components, plant and general deliveries are likely to originate along the A1(M)/M1 corridor from the South and Midlands.

14.4.4 The assessment has assumed that staff engaged during the construction process will be based within the major urban areas of Selby, Hull, and Howden during the construction phase.

14.4.5 The proposed study area therefore includes the highway links most likely to be impacted by the proposed movements associated with Mylen Leah Solar Farm and includes the following road links:

- A19 between Selby and Escrick;
- A163 between the A19 and Foggathorpe;
- B1228 between Highfield and Melbourne Road;
- Ash Lane/Seaton Common Lane between the B1228 and Seaton Ross;
- Melbourne Road between Seaton Ross and the A1079;
- A1079 between Barmby Moor and Hayton; and
- Main Road, Laytham.

14.4.6 A plan illustrating the proposed study area is provided in **Figure 14.1: Transport Study Area** in **Volume 2**. The study area has been discussed and agreed with ERYC in consultation undertaken to date and includes the roads where the potential for significant impacts could occur.

14.4.7 Breckstreet Lane was previously scoped into the assessment in the EIA Scoping Report. Following the evolution of the Mylen Leah Solar Farm layout, no construction traffic will be using this road and as such, it is removed from the study area.

14.5 How have existing transport and access conditions been understood?

Data sources to inform the EIA baseline characterisation

14.5.1 The following data sources have been used to understand the existing transport and access baseline conditions:

- East Riding of Yorkshire Council Public Rights of Way (PRoW) Map[11];
- Ordnance Survey data;
- The Walk Wheel Cycle Trust, National Cycle Network route map[12];
- Crashmap[13]; and
- Department for Transport Road Traffic Survey Database[14].

Site visits/surveys

14.5.2 The following site visits/surveys have been undertaken to understand the existing transport and access baseline conditions:

- A general site visit was undertaken in August 2024 to review the access routes to and from the Site and to identify access points.

14.5.3 Traffic surveys were undertaken between 25 November and 1 December 2025. The results of these surveys are presented in **Table 14.2**. The locations surveyed were as follows. These are illustrated in **Figure 14.1: Transport Study Area** in **Volume 2**:

- A163 North Duffield;
- A163 Bubwith;
- B1228;
- Ash Lane;
- Seaton Common Lane;
- Main Road;
- Common Road;
- Melbourne Road near Walbut;
- Melbourne Road, Allerthorpe;
- Ash Lane near Access Junction D; and
- Sand Lane.

14.5.4 All traffic flow data provided in this chapter has been summarised into Car/Light Goods Vehicle, Heavy Goods vehicle (HGV) and total traffic flows. All flows reported in this chapter are two-way flows.

14.6 What are the transport and access conditions within the study area?

Existing baseline

14.6.1 The following section presents a summary of the baseline conditions for transport and access. The full details of the baseline conditions are presented in **Appendix 14.1: Transport Assessment** in **Volume 3**.

14.6.2 There are no dedicated roadside pedestrian facilities in the immediate vicinity of the Site, reflecting its rural setting. Further away from Mylen Leah Solar Farm in the wider study area, there are pedestrian facilities within the surrounding settlements including North Duffield, Bubwith, Holme-on-Spalding-Moor, Seaton Ross and in smaller settlements such as Harlthorpe, Foggathorpe, and Water End.

14.6.3 A review of the ERYC PRoW map has been undertaken. There are a number of PRoW located within the Site and these are noted in Section 4.5 of **Appendix 14.1: Transport Assessment** in **Volume 3**.

14.6.4 A review of the Walk Wheel Cycle Trust (formerly Sustrans) National Cycle Network (NCN) map indicates that there are no NCN routes within the vicinity of Mylen Leah Solar Farm. NCN Route 65 overlaps a section of the study area on the A19 (between Riccall and Selby) where it runs parallel to the A19, segregated from road traffic.

14.6.5 A detailed review of the public roads that make up the study area is provided in Section 4.6 of **Appendix 14.1: Transport Assessment** in **Volume 3**. This includes a review of the route acceptability for HGV traffic.

14.6.6 Road survey data for 2025 has been obtained from new Automatic Traffic Count surveys and from the Department for Transport database. **Table 14.2** illustrates the existing traffic flows for points within the study area. The location of the survey locations is illustrated in **Figure 14.1: Transport Study Area** in **Volume 2**.

Table 14.2: 2025 Baseline traffic flows (vehicles per day)

Ref No.	Source	Description	Cars & LGV	HGV	Total
1	Automatic Traffic Count	A163 North Duffield	3,519	565	4,083
2	Automatic Traffic Count	A163 Bubwith	4,341	565	4,905
3	Automatic Traffic Count	B1228	1,877	372	2,249
4	Automatic Traffic Count	Ash Lane	1,403	303	1,707
5	Automatic Traffic Count	Seaton Common Lane	595	181	776
6	Automatic Traffic Count	Main Road	294	37	331
7	Automatic Traffic Count	Common Road	819	130	949
8	Automatic Traffic Count	Melbourne Road near Walbut	2,187	306	2,494
9	Automatic Traffic Count	Melbourne Road, Allerthorpe	3,233	351	3,584
10	Automatic Traffic Count	Ash Lane near Junction D	1,209	301	1,510
11	Automatic Traffic Count	Sand Lane	293	64	356

Ref No.	Source	Description	Cars & LGV	HGV	Total
1	Automatic Traffic Count	A163 North Duffield	3,519	565	4,083
12	Department for Transport	A19 Barlby	18,240	1,035	19,275
13	Department for Transport	A19 South of Escrick	16,126	762	16,888
14	Department for Transport	A1079 Pocklington	12,037	1,049	13,086
15	Department for Transport	A1079 Kexby	15,442	1,212	16,654

14.6.7 Personal Injury Accident data for the five-year period commencing 1 January 2020 through to the 31 December 2024 was obtained from the online resource CrashMap which uses data collected by the police about road traffic crashes occurring on British roads, where someone is injured.

14.6.8 Detailed analysis of the accident statistics is provided in Section 4.9 of **Appendix 14.1: Transport Assessment** in **Volume 3**.

14.6.9 In general, there are no significant clusters of Personal Injury Accident data at any location in the assessed area or high numbers of accidents involving HGV for example. The majority of Personal Injury Accident data recorded occurred at or on approach to junctions/access to properties and bends, where there is an increased interaction between vehicles.

14.6.10 Based on the information available, it has been established that there are no specific road safety issues within the immediate vicinity of Mylen Leah Solar Farm or within the study area that currently require to be addressed or would be exacerbated by the construction of Mylen Leah Solar Farm.

Future baseline

14.6.11 Construction of Mylen Leah Solar Farm is assumed to commence in 2030, with the peak of construction activities also assumed to be occurring in Month 11. The whole construction programme is estimated to last 36 months.

14.6.12 To assess the likely effects during the construction phase, base year traffic flows were determined by applying a National Road Traffic Forecast low growth factor to the surveyed traffic flows to estimate 2030 traffic flows.

14.6.13 The 2030 base traffic flows are shown in **Table 14.3**.

Table 14.3: 2030 Future year traffic flows (Per Day)

Ref No.	Description	Cars & LGV	HGV	Total
1	A163 North Duffield	3,607	579	4,185
2	A163 Bubwith	4,449	579	5,028
3	B1228	1,924	381	2,306
4	Ash Lane	1,439	311	1,749
5	Seaton Common Lane	610	186	796
6	Main Road	301	38	340
7	Common Road	840	133	973

Ref No.	Description	Cars & LGV	HGV	Total
8	Melbourne Road near Walbut	2,242	314	2,556
9	Melbourne Road, Allerthorpe	3,313	360	3,673
10	Ash Lane near Junction D	1,239	309	1,547
11	Sand Lane	300	65	365
12	A19 Barlby	18,696	1,061	19,757
13	A19 South of Escrick	16,529	781	17,310
14	A1079 Pocklington	12,338	1,075	13,413
15	A1079 Kexby	15,828	1,242	17,070

14.7 How have the likely effects been assessed for transport and access?

Approach to design flexibility

14.7.1 A worst case scenario has been assumed to provide a robust assessment, based upon the **Figure 3.1: Indicative Construction Layout and Access Plan** in **Volume 2**.

14.7.2 Where there is flexibility within the existing layout for the locations of certain elements, location options do not have a direct bearing on traffic numbers as all movements would use a common point of access. The reasonable 'worst-case' scenario that has been assessed in this transport and access chapter for each element of Mylen Leah Solar Farm where optionality is present within the design is outlined below:

- The maximum number of Abnormal Indivisible Load movements is expected to be up to two inbound movements at present. The proposed access route is currently under investigation;
- The maximum size of the proposed substation development has been used to ensure a worst-case scenario for traffic generation. The internal location is irrelevant to the wider transport impact on the road network;
- All crossings under public roads are assumed to be constructed using Horizontal Directional Drilling (HDD) to maximise the total number of construction trips on the network (as a worst case scenario);
- The longest reasonable route from the four possible substation locations within the underground grid connection corridor has been used in the assessment to ensure that traffic flows are robust;
- Site access junctions have been located to maximise road safety for all road users;
- Traffic generation associated with each access junction is described in **Appendix 14.1: Transport Assessment** in **Volume 3**; and
- It is assumed that Mylen Leah Solar Farm will be constructed in distinct areas as noted in **Figure 2.3: Land Parcel and Interconnecting Cables with Field Numbering** in **Volume 2**. This artificially doubles up

some traffic movements and spreads traffic over a greater area than the use of one principal access point and provides a worst case assessment scenario.

Assessment assumptions

14.7.3 The assessment of transport and access impacts has been based on the assumptions set out in **Chapter 3: What will Mylen Leah Solar Farm Comprise?** in **Volume 1** and **Figure 3.1: Indicative Construction Layout and Access Plan** in **Volume 2**.

14.7.4 It is assumed that construction will commence in 2030 and is estimated to last 36 months. The assumed peak of construction traffic will occur in the early phases of construction (Month 11).

Assessment methodology and criteria

14.7.5 The assessment will only focus on the construction phase, that being the phase with the highest level of traffic generation. The operational and decommissioning phases have been scoped out of the assessment as traffic flows are less than construction.

14.7.6 The derivation of construction traffic is detailed in **Appendix 14.1: Transport Assessment** in **Volume 3**. The peak of construction in terms of vehicular movements would likely occur in Month 11 of the indicative construction programme and results in 290 daily trips (194 Car/Light Goods Vehicle and 96 HGV journeys) within the study area network.

14.7.7 The peak traffic flows have been distributed to specific road links within the study area network using the proposed access route and noting the assumed origin points. The construction phase traffic flows are detailed in **Table 14.4**. These flows have been used in this assessment.

Table 14.4: Peak daily construction traffic

Ref No.	Description	Cars & LGV	HGV	Total
1	A163 North Duffield	116	89	205
2	A163 Bubwith	116	89	205
3	B1228	174	91	265
4	Ash Lane	98	51	149
5	Seaton Common Lane	103	50	153
6	Main Road	20	0	20
7	Common Road	39	8	47
8	Melbourne Road near Walbut	39	7	46
9	Melbourne Road, Allerthorpe	39	7	46
10	Ash Lane near Junction D	79	49	128
11	Sand Lane	10	4	14
12	A19 Barlby	39	24	63
13	A19 South of Escrick	78	58	136
14	A1079 Pocklington	39	0	39
15	A1079 Kexby	0	9	9

Please note that rounding errors may occur

14.7.8 In 2023, IEMA (now known as the Institute of Sustainability and Environmental Professionals (ISEP)) published guidelines entitled

'Environmental Assessment of Traffic and Movement' that should be used to characterise the environmental transport and access effects (offsite effects) and the assessment of significance of major new developments. The IEMA Guidelines (2023) intend to complement professional judgement and the experience of trained assessors and require consideration of the following:

- Severance;
- Driver delay;
- Pedestrian delay (incorporating delay to all non-motorised users);
- Non-motorised user amenity;
- Fear and intimidation;
- Road safety;
- Road safety audits; and
- Large loads.

14.7.9 These are discussed in further detail in this chapter in the section titled 'magnitude of impact'.

Sensitivity of the receptor

14.7.10 In terms of transport and access impacts, the receptors are the users of the roads (vehicle users and non-motorised users) and those resident alongside the roads within the study area and the locations through which those roads pass.

14.7.11 The IEMA Guidelines (2023) includes guidance on how the sensitivity of receptors should be assessed. Using these guidelines as a base, professional judgement has been used to develop a classification of sensitivity for users based on the characteristics of roads and locations. This is summarised in **Table 14.5**.

Table 14.5: Classification of receptor sensitivity

Sensitivity	Description
High	Where the road is a minor rural road, not constructed to accommodate frequent use by HGV. Includes roads with traffic control signals, waiting and loading restrictions, traffic calming measures. Where a location is a large rural settlement containing a high number of community and public services and facilities.
Medium	Where the road is a local A or B class road, capable of regular use by HGV traffic. Includes roads where there is some traffic calming or traffic management measures. Where a location is an intermediate sized rural settlement, containing some community or public facilities and services.
Low	Where the road is Trunk or A-class, constructed to accommodate significant HGV composition. Includes roads with little or no traffic calming or traffic management measures.

Sensitivity	Description
	Where a location is a small rural settlement, few community or public facilities or services.
Negligible	Where roads have no adjacent settlements. Includes new or existing strategic trunk roads that would be little affected by additional traffic and suitable for Abnormal Indivisible Loads, and new strategic trunk road junctions capable of accommodating Abnormal Indivisible Loads. Where a location includes individual dwellings or scattered settlements with no facilities.

14.7.12 Where a road passes through a location, users are considered subject to the highest level of sensitivity defined by either the road or the location characteristics.

Magnitude of impact

14.7.13 The magnitude of impact has been assessed in accordance with the following rules which are outlined in the IEMA Guidelines (2023), and is used to inform a screening exercise to determine which links within the study area are to be considered for detailed analysis in the assessment:

- Rule 1: Include highway links where traffic flows are predicted to increase by more than 30% (or where the number HGVs is predicted to increase by more than 30%).
- Rule 2: Include any other specifically sensitive areas where total traffic flows are predicted to increase by 10% or more.

14.7.14 The IEMA Guidelines (2023) identify the key impacts when assessing the magnitude of impact from an individual development:

- Severance – the IEMA Guidelines (2023) advises that, "*The Department for Transport has historically set out a range of indicators for determining the significance of severance. Changes in traffic flow of 30%, 60% and 90% are regarded as producing 'slight', 'moderate' and 'substantial' changes in severance respectively. Although these thresholds no longer appear in Department for Transport guidance, they have not been superseded by subsequent changes to guidance and are established through planning case law. However, caution needs to be observed when applying these thresholds as very low baseline flows are unlikely to experience severance impacts even with high percentage changes in traffic.*" (Para 3.16). The IEMA Guidelines acknowledge that changes in traffic flows should be used cautiously, stating that "*the assessment of severance should pay full regard to specific local conditions, e.g. sensitivity of adjacent land uses, prevalence of vulnerable people, whether or not crossing facilities are provided, traffic signal settings, etc.*" (Para 3.17).
- Driver delay – the IEMA Guidelines (2023) note that these delays are only likely to be "*significant when the traffic on the network surrounding the development is already at, or close to, the capacity of the system*" (Para 3.20).

- Pedestrian delay (incorporating delay to all non-motorised users) – the IEMA Guidelines (2023) advises that "*pedestrian delay and severance are closely related effects and can be grouped together. Changes in the volume, composition or speed of traffic may affect the ability of people to cross roads. In general, increases in traffic levels are likely to lead to greater increases in delay. Delays will also depend on the general level of pedestrian activity, visibility and general physical conditions of the development site.*" (Para 3.24). Furthermore, the IEMA Guidelines advises that "…*it is not considered wise to set down definitive thresholds. Instead it is recommended that the competent traffic and movement expert use their judgement to determine whether pedestrian delay constitutes a significant effect*." (Para 3.26).
- Non-motorised user amenity - the IEMA Guidelines (2023) advises that, "*The 1993 Guidelines suggest that a tentative threshold for judging the significance of changes in pedestrian amenity would be where the traffic flow (or HGV component) is halved or doubled. Although these thresholds no longer appear in Department for Transport guidance, they have not been superseded by subsequent changes to guidance and are established through planning case law.*" (Para 3.30).
- Fear and intimidation – there are no commonly agreed thresholds for estimating levels of fear and intimidation from known traffic and physical conditions. However, as the impact is considered to be sensitive to traffic flow, changes in traffic flow of 30%, 60% and 90% are regarded as producing minor, moderate and substantial changes respectively in the IEMA Guidelines (2023) (Para 2.19). As such, this has been used to assess the potential impacts associated with construction activities around fear and intimidation on people near Rosefield Solar Farm.
- Road safety – professional judgement has been used to assess the implications of local circumstances, or factors which may elevate or lessen risks of accidents. In line with the IEMA Guidelines (2023), areas of collision clusters have been subject to detailed review.
- Road safety audits – It would be proposed to undertake any necessary Road Safety Audits post consent and it is considered that this can be secured via a requirement to the Development Consent Order (DCO) through the Outline Construction Traffic Management Plan (Outline CTMP).
- Large loads – The movement of the Abnormal Indivisible Loads has been considered. Small scale physical mitigation measures will be required to accommodate the predicted loads (within the existing limits of road adoption and covered within the Draft DCO). The actual number of Abnormal Indivisible Load movements is very low at two movements and as such, no further traffic percentage impact review is required.

14.7.15 While not specifically identified, as more vulnerable road users, cyclists are considered in similar terms to pedestrians.

14.7.16 The impacts and levels of magnitude are discussed in **Table 14.6**. The IEMA Guidelines (2023) states that there are useful references within Design Manual for Roads and Bridges that can be used cautiously to augment the

assessment methodologies outlined in the Guidelines. Equally, the EIA suite of documents (Design Manual for Roads and Bridges LA 101 to LA 104 inclusive) set out a framework for EIA, some of which can be utilised for an assessment of non-highway/road projects. Therefore, the criteria presented in **Table 14.6** have been informed by Design Manual for Roads and Bridges LA 104: Environmental Assessment and Monitoring[15].

Table 14.6: Magnitude of impact

Sensitivity	Description
Major	These effects are considered to be material in the decision-making process.
Moderate	These effects may be important but are not likely to be material factors in decision making. The cumulative effects of such factors may influence decision-making if they lead to an increase in the overall adverse effect on a receptor.
Minor	These effects may be raised as local factors. They are unlikely to be critical in the decision-making process but are important in improving the subsequent design of the project.
Negligible	No effects or those that are imperceptible.

Significance of effect

14.7.17 The significance of the effect upon receptors is determined by combining the assessed magnitude of impact and the sensitivity of the receptor. **Table 14.7** sets out a matrix below used to determine significant effects.

Table 14.7: Significance of effect matrix

Sensitivity of receptor	Magnitude of Impact			
	Major	Moderate	Minor	Negligible
High	Major	Major	Moderate	Minor
Medium	Major	Moderate	Minor	Negligible
Low	Moderate	Minor	Negligible	Negligible
Negligible	Minor	Negligible	Negligible	Negligible

14.7.18 Significance is categorised as **major, moderate, minor** or **negligible**. Effects judged to be of **major** or **moderate** significance are considered to be **significant** and require additional mitigation. Effects judged to be of **minor** or **negligible** significance are considered **not significant**.

14.7.19 Where an effect could be one of **major/moderate**, **moderate/minor** or **minor/negligible** significance, professional judgement has been used to determine which option should be applicable.

14.8 How has transport and access informed the design so far?

14.8.1 This preliminary assessment has been based on the principle that certain mitigation measures have been 'embedded' into the design of Mylen Leah Solar Farm to minimise likely significant effects as far as reasonably practicable at this stage of the design process, for example by the considered placement of infrastructure. Embedded (primary) environmental mitigation measures relevant to this preliminary transport and access assessment is described in **Table 14.8**.

Table 14.8: Embedded mitigation measures relevant to transport and access

Embedded mitigation measures relevant to transport and access	Function
The proposed access routes avoid passing through villages not located on A-class roads as far as is possible and reduces its potential impact on sensitive receptors.	Removes construction traffic from villages, reducing adverse impacts in sensitive areas.
The Site access junctions are designed to allow for two-way traffic flows and sufficient visibility in all directions.	Ensuring road safety and efficiency for all users.
All access junctions will feature basic warning road signage.	Warning other road users of potential construction activities close to access points.
All cable crossings under public roads will be undertaken using HDD techniques to avoid the need for road closures and diversions.	Ensuring unimpeded road access for road users.

14.9 What are the likely effects of Mylen Leah Solar Farm on transport and access?

14.9.1 A review of sensitivity for receptors within the study area has been undertaken and is summarised in **Table 14.9**.

Table 14.9: Summary of receptor sensitivity

Receptor	Sensitivity	Reason
Users of the A163	Medium	A class road, capable of regular use by HGV traffic.
Users of the B1228	Medium	B class road, capable of regular use by HGV traffic.
Users of Ash Lane	High	Minor rural road, not constructed to accommodate frequent use by HGV traffic.
Users of Seaton Common Lane	High	Minor rural road, not constructed to accommodate frequent use by HGV traffic.
Users of Main Road	High	Minor rural road, not constructed to accommodate frequent use by HGV traffic.
Users of Common Road	High	Minor rural road, not constructed to accommodate frequent use by HGV traffic.
Users of Melbourne Road	High	Minor rural road, not constructed to accommodate frequent use by HGV traffic.

Receptor	Sensitivity	Reason
Users of Sand Lane	High	Minor rural road, not constructed to accommodate frequent use by HGV traffic.
Users of the A19	Low	A-class road, constructed to accommodate significant HGV composition.
Users of the A1079	Low	A-class road, constructed to accommodate significant HGV composition.
Residents of North Duffield	Medium	Intermediate sized rural settlement, containing some community or public facilities and services.
Residents of Bubwith	Medium	Intermediate sized rural settlement, containing some community or public facilities and services.
Residents living along the B1128	Negligible	Includes individual dwellings or scattered settlements with no facilities.
Residents living along Ash Lane	Negligible	Includes individual dwellings or scattered settlements with no facilities.
Residents living along Seaton Common Lane	Negligible	Includes individual dwellings or scattered settlements with no facilities.
Residents living along Main Road	Negligible	Includes individual dwellings or scattered settlements with no facilities.
Residents living along Common Road	Negligible	Includes individual dwellings or scattered settlements with no facilities.
Residents living along Melbourne Road	Negligible	Includes individual dwellings or scattered settlements with no facilities.
Residents living along Sand Lane	Negligible	Includes individual dwellings or scattered settlements with no facilities.
Residents of Allerthorpe	Medium	Intermediate sized rural settlement, containing some community or public facilities and services.
Residents living along the A19	Low	Few community or public facilities or services in settlements with direct frontage onto the road link.
Residents living along the A1079	Low	Few community or public facilities or services in settlements with direct frontage onto the road link.

14.9.2 These sensitivity levels have been used in the following assessment to consider the significance of the effect of peak construction traffic.

Construction

14.9.3 The construction peak period daily traffic flow presented in **Table 14.4** has been compared with the 2030 baseline traffic flows presented in **Table 14.3** to allow a comparison between the results to be made. The increase in traffic

volumes is illustrated in percentage increases for each class of vehicle. This is illustrated in **Table 14.10**.

Table 14.10: Predicted % increase in traffic volume during construction

Ref No.	Description	Cars & LGV	HGV	Total
1	A163 North Duffield	3.2%	15.4%	4.9%
2	A163 Bubwith	2.6%	15.4%	4.1%
3	B1228	9.1%	23.9%	11.5%
4	Ash Lane	6.8%	16.4%	8.5%
5	Seaton Common Lane	16.9%	27.0%	19.3%
6	Main Road	6.6%	0.0%	5.9%
7	Common Road	4.6%	5.8%	4.8%
8	Melbourne Road near Walbut	1.7%	2.2%	1.8%
9	Melbourne Road, Allerthorpe	1.2%	1.9%	1.2%
10	Ash Lane near Junction D	6.4%	16.0%	8.3%
11	Sand Lane	3.3%	6.1%	3.8%
12	A19 Barlby	0.2%	2.3%	0.3%
13	A19 South of Escrick	0.5%	7.4%	0.8%
14	A1079 Pocklington	0.3%	0.0%	0.3%
15	A1079 Kexby	0.0%	0.7%	0.1%

Please note that rounding errors may occur

14.9.4 The highest total traffic movement increase during construction occurs on Seaton Common Lane with a predicted increase of 19.3%. This is expected due to the relatively low baseline traffic flow on this road at present.

14.9.5 The B1228 experiences the second highest impact, with an increase of 11.5%. None of the road links exceed the 30% threshold to trigger Rule 1 of the IEMA Guidelines (2023).

14.9.6 Receptors with high sensitivity include Users of Ash Lane, Seaton Common Lane, Common Road, Main Road, Melbourne Road and Sand Lane. These would be subject to Rule 2, where total increases exceed 10%. Of these receptors, Seaton Common Lane, met and exceeded this threshold.

14.9.7 Based upon the information stated in **Table 14.10**, an assessment under the IEMA guidelines has been undertaken for receptors on Seaton Common Lane.

14.9.8 In addition, impacts on PRoW, bridleways and other paths located within Mylen Leah Solar Farm are expected, given that construction traffic will be of a higher flow than flows associated with the current agricultural uses of the fields that the solar farm is comprised of. Only one PRoW route is proposed to be diverted, which would directly impact users. Other effects would be associated with the amenity elements for PRoW users.

14.9.9 It should be noted the construction phase is transitory in nature and the peak of construction activities is short lived, occurring over a relatively short timeframe when taking account of the whole construction programme.

14.9.10 A review of road link capacities has been undertaken and is presented in **Appendix 14.1: Transport Assessment** in **Volume 3**. This indicates that none of the study area road links are at capacity either now or with the imposition of peak daily construction trips.

14.9.11 Without additional mitigation, it is considered possible that adverse effects such as severance, driver delay, pedestrian delay, non-motorised amenity, and fear and intimidation may occur on or be experienced by users of Seaton Common Lane.

14.9.12 Impacts on PRoW, bridleways and other paths located within Mylen Leah Solar Farm are expected, given that construction traffic will be of a higher flow than flows associated with the current agricultural uses of the fields that the solar farm is comprised of.

14.9.13 The significance of the likely effects on users of Seaton Common Lane and the PRoW network have been determined using the rules and thresholds previously outlined in **Section 14.7**. **Table 14.11** summarises the significance on the receptors for the construction phase prior to additional mitigation measures being applied, but with the embedded measures included.

Table 14.11: Construction effects summary (prior to additional mitigation)

Receptors	Potential Effect	Magnitude of Impact	Significance of Effect	Significance	Comment
Users of Seaton Common Lane (High Sensitivity)	Severance	Negligible	Minor adverse	Not Significant	There are no significant severance opportunities on the road link.
	Driver Delay	Negligible	Minor adverse	Not Significant	Ample road link capacity exists
	Pedestrian Delay	Negligible	Minor adverse	Not Significant	There are no pedestrian facilities on the road.
	Non-motorised User Amenity	Minor	Moderate adverse	Significant	The increase in HGV traffic is such that it may lead to a deterioration in amenity.
	Fear & Intimidation	Minor	Moderate adverse	Significant	The increase in traffic may deter some use without additional measures
	Road Safety	Negligible	Minor adverse	Not Significant	There are no existing clusters of accidents on the road.
	Large Loads	Negligible	Minor adverse	Not Significant	No Abnormal Indivisible Load traffic is predicted to use the road.
Users of PRoW, Bridleways and Paths (High Sensitivity)	Severance	Major	Major adverse	Significant	The presence of construction traffic within the Order Limits where there was previously no traffic will lead to severance of some of the PRoW network.
	Driver Delay	Negligible	Minor adverse	Not Significant	Negligible

Receptors	Potential Effect	Magnitude of Impact	Significance of Effect	Significance	Comment
	Pedestrian Delay	Minor	Moderate adverse	Significant	Pedestrians could experience delays if their movements interact with construction traffic along the PRoW network which would not be experienced prior to the construction period.
	Non-motorised User Amenity	Minor	Moderate adverse	Significant	Non-motorised User could experience delays if their movements interact with construction traffic along the PRoW network which would not be experienced prior to the construction period.
	Fear & Intimidation	Major	Major adverse	Significant	The presence of traffic flows along a location, where there would have been no traffic prior to the construction phase could cause fear and intimidation of the PRoW network for users.
	Road Safety	Minor	Moderate adverse	Significant	There is potential to impact the safety of the PRoW users interacting with construction delivery vehicles.
	Large Loads	Major	Major adverse	Significant	There is some potential to impact the safety of the PRoW users interacting with Abnormal Indivisible Load delivery vehicles near the proposed substation locations only.

14.9.14 It should be noted that the effects relate solely to the peak of construction activities and that the construction period is temporary and the effects transitory in nature. Significant effects are predicted for users of Seaton Common Lane as well as for PRoW users. Additional mitigation will therefore be required and for the avoidance of doubt, these measures will also apply to the wider study area to provide betterment to all users and residents affected by construction traffic.

Operation

14.9.15 During operation, the Site will be subject to daily operational and maintenance visits, with up to 24 staff travelling to Site via cars or Light Goods Vehicle. The average number of trips per day would be less than 16 vehicles per day, which is the equivalent to traffic impact of between 0.7% and 2% between the B1228 and the Seaton Common Lane respectively. This level of traffic is significantly below the established daily variance in traffic flows of 10% that can be normally expected and as such, there is no requirement to undertake an operational (including maintenance) phase assessment.

14.9.16 During the operation of the Site, it may be necessary to replace panels as part of rolling lifetime enhancement plan. The level of HGV traffic associated with this will be significantly lower than the peak of construction traffic and is expected to be circa 12 HGV movements per day.

Decommissioning

14.9.17 The decommissioning phase will result in fewer trips on the study area road network than the construction phase. This is due to certain elements of Mylen Leah Solar Farm will be retained on the Site or re-purposed post decommissioning. These include the Site access junctions, landscaping/biodiversity enhancement features, underground features such as the cable sand, etc, therefore eliminating the need for vehicle movements associated with the removal of these elements. Given that the decommissioning phase will be controlled by a Decommissioning Traffic Management Plan (secured under the DCO either as part of Decommissioning Environmental Management Plan or as a separate document), the total volume of traffic per day during this phase can be set to a lower level than the peak of construction traffic. It is therefore reasonable to assume that effects during the decommissioning phase would not be greater than the construction phase. As such, the peak construction traffic flows will represent a worst-case assessment scenario.

14.10 What additional mitigation is proposed to avoid, prevent, reduce or offset likely effects on transport and access?

Construction

14.10.1 To address the temporary effects associated with the construction phase, the following additional measures shown in **Table 14.12** are proposed.

Table 14.12: Additional mitigation measures relevant to transport and access

Additional mitigation measures relevant to transport and access	Function
A Staff Travel Plan to reduce single occupancy journeys to and from the Site during construction. Details of the Staff Travel Plan are included in the Outline CTMP.	A Staff Travel Plan to reduce single occupancy journeys to and from the Site during construction. Details of the Staff Travel Plan are included in the Outline CTMP.
Outline CTMP	To control traffic movements, to facilitate community liaison and feedback, to detail signage, to include road wear and tear requirements and to cater for Abnormal Indivisible Load movements. The Outline CTMP will also include the Staff Travel Plan (embedded mitigation measure) for ease of reference and to ensure that it can be secured in the DCO.
Outline Rights of Way and Access Management Plan	To ensure safe access across the draft Order Limits for pedestrians, cyclists and equestrians.

Decommissioning

14.10.2 Whilst excluded from the assessment, a Decommissioning Traffic Management Plan is proposed to cater for decommissioning traffic and will outline appropriate mitigation. This may be secured as a separate document or as part of a wider Decommissioning Environment Management Plan.

14.11 What likely effects would remain for transport and access following additional mitigation?

Construction

14.11.1 The receptor sensitivity is taken from the summary provided in **Table 14.5**. The magnitude of impact has been determined from the criteria outlined in **Tables 14.6**. The criteria outlined in **paragraph 14.7.16** determine the magnitude of impact.

14.11.2 The residual significance of effect has been determined following a review of the impact of the proposed mitigation measures and how these measures can control or enhance the experience of users and residents within the study area. Professional judgement has been used where necessary.

14.11.3 Effects have been considered at the two receptors where the IEMA thresholds noted in the assessment rules have been met or exceeded.

14.11.4 PRoW, Bridleway and Path Users within the development areas were classified as having **high** sensitivity. Within the assessment these receptors were noted to have **significant** effects prior to mitigation that included Severance, Pedestrian Delay, Non-motorised User Amenity, Fear & Intimidation, Road Safety and Large Loads.

14.11.5 With the provision of suitable mitigation as outlined in **Table 14.12**, specifically the use of the Outline Rights of Way and Access Management Plan, the residual significance of effect was classified as being **negligible**, and not of significance.

14.11.6 The effects on Bridleway and Path Users within the development areas would only be temporary in nature and are entirely restricted to the construction phase.

14.11.7 As with PRoW, Bridleway and Path Users within the development areas, users of Seaton Common Lane. Within the assessment these receptors were noted to have **significant** effects prior to mitigation that included Severance, Non-motorised User Amenity and Fear & Intimidation.

14.11.8 With the provision of suitable mitigation as outlined in **Table 14.12**, specifically the use of the CTMP, the residual significance of effect was classified as being **negligible**, and not of significance.

14.11.9 The effects on Seaton Common Lane would only be temporary in nature and are entirely restricted to the construction phase.

14.11.10 As the effects reported relate to the peak of construction traffic, all of the effects are temporary in their duration.

14.11.11 Following additional mitigation, there are no significant residual effects, during the temporary nature of the construction phase.

14.12 What opportunities are there for environmental enhancement?

14.12.1 No opportunities for environmental enhancement have been identified at this preliminary assessment stage.

14.13 What difficulties and uncertainties have been encountered in this preliminary transport and access assessment?

14.13.1 No difficulties or uncertainties have been encountered in the undertaking of this preliminary transport and access assessment.

14.13.2 The information provided in this PEIR is preliminary and is based on the information available at the time of writing. A full assessment of likely significant effects of Mylen Leah Solar Farm will be reported in the Environmental Statement.

14.14 What further work is required to inform the full transport and access assessment in the DCO application?

- Completion of the Abnormal Indivisible Load access review and confirmation of all mitigation measures;
- Preparation of the Streets and Rights of Way Plans;
- Revising the traffic generation on the finalised Site layout plans and reassessing the likely effects and their potential significance; and
- Continuing dialogue with the relevant road authorities.

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