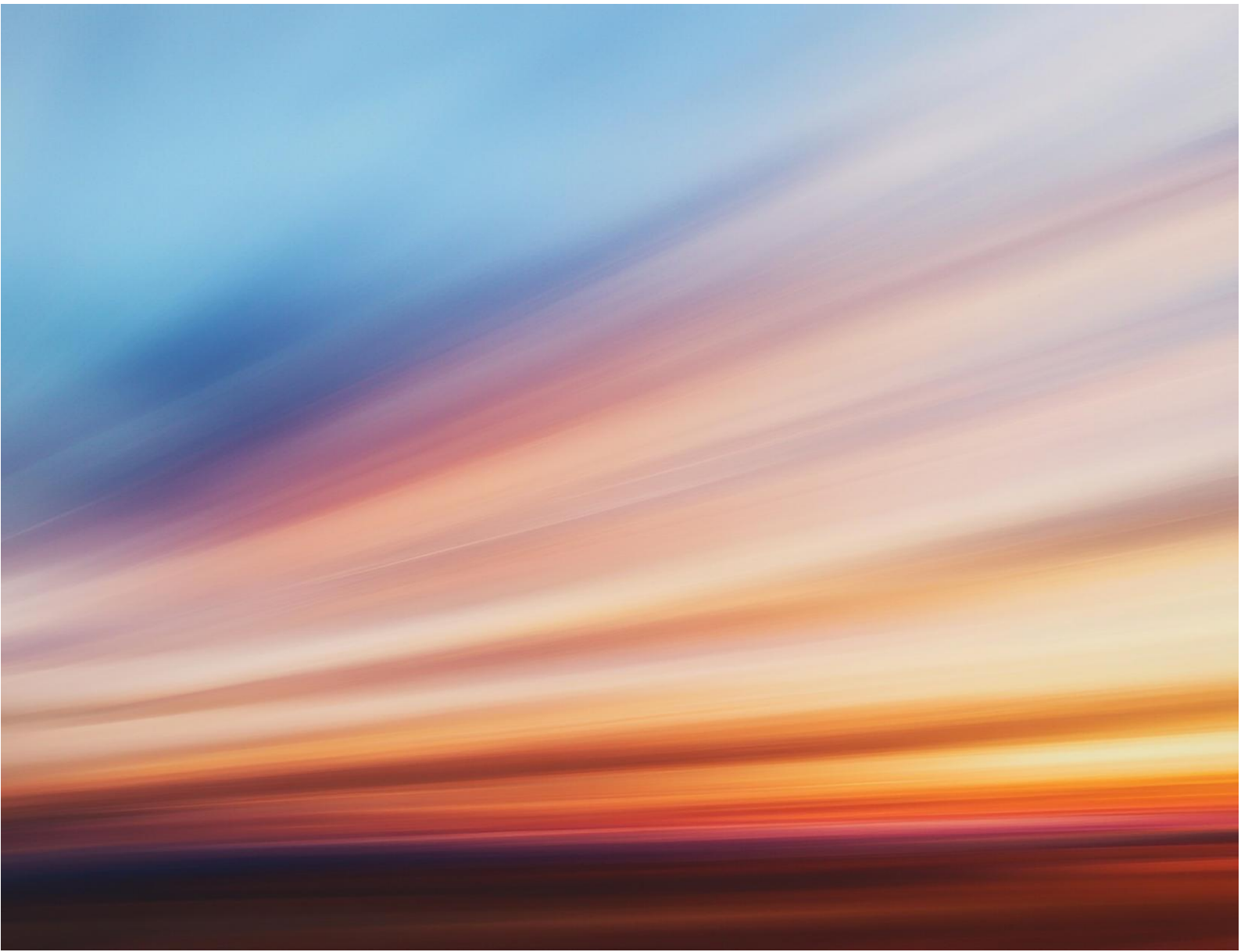
Mylen Leah Solar Farm

Preliminary Environmental Information Report (PEIR)

Volume 3

Appendix 14.1: Transport Assessment

April 2026



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1. Introduction

1.1 Purpose of the Report

1.1.1 This Transport Assessment has been prepared by Pell Frischmann Consultants Limited on behalf of Statkraft UK ('the Applicant') to review the transport access matters in relation to the Development Consent Order (DCO) application for the construction and operation of Mylen Leah Solar Farm.

1.2 The Proposed Development

1.2.1 Mylen Leah Solar Farm comprises the construction, operation (including maintenance), and decommissioning of a Solar photovoltaic ('PV') development, together with associated infrastructure and an underground cable connection to the existing National Grid Thornton Substation.

1.2.2 The Proposed Development will include a generating station with a total exporting capacity exceeding 100 megawatts ('MW'). The agreed grid connection for the development will allow the export of electricity to the grid.

1.2.3 The principal components of the development include:

- Ground mounted solar photovoltaic generating station, incorporating solar PV modules, mounting structures, inverters, transformers and switchgear and cabling;
- Onsite substation compound(s);
- Safety equipment and parking for operation and maintenance team;
- Storage containers;
- Welfare facilities;
- Works to lay electrical cables and associated infrastructure, including cable trenches and protection, jointing pits;
- Temporary construction compounds, with associated parking for construction team, welfare facilities, temporary construction laydown areas and access tracks;
- Works to facilitate access including, where necessary, culverts for any crossings of ditches and streams;
- Areas for habitat management and biodiversity enhancement;
- Ancillary infrastructure works including cables, CCTV and security equipment, fencing, landscaping, tracks, vehicle parking, earthworks, surface water management, temporary footpath diversions and any other works identified as necessary; and
- Highways works to facilitate access for construction vehicles.

1.3 Structure of this Report

1.3.1 Following this introduction, the Transport Assessment (TA) report is structured as follows:

- The Mylen Leah Solar Farm;
- Study Methodology;
- Baseline Conditions;
- Trip Generation and Distribution;
- Traffic Impact Assessment;
- Proposed Mitigation; and
- Summary and Conclusions.

1.4 Legislation and Planning Policy

1.4.1 Consideration has been given to national and local policy and guidance relevant to this assessment. The policy and guidance documents considered within this assessment are as follows:

- Overarching National Policy Statement for Energy (NPS EN-1) (2025)[1];
- National Policy Statement for Renewable Energy Infrastructure (NPS EN-3) (2025)[2];
- National Policy Statement for Electricity Networks Infrastructure (NPS EN-5) (2025)[3];
- National Planning Policy Framework (2024)[4];
- Travel Plans, Transport Assessments and Statements (2018)[5];
- East Riding of Yorkshire Local Transport Plan (2021-2039) (2021)[6];
- East Riding Local Plan Update 2020 – 2039[7]
- East Riding of Yorkshire Council Sustainable Transport - Supplementary planning document (2024)[8];
- Institute of Environmental Management and Assessment (IEMA) Environmental Assessment of Traffic and Movement (2023)[9]; and
- Design Manual for Roads & Bridges (DMRB)[10].

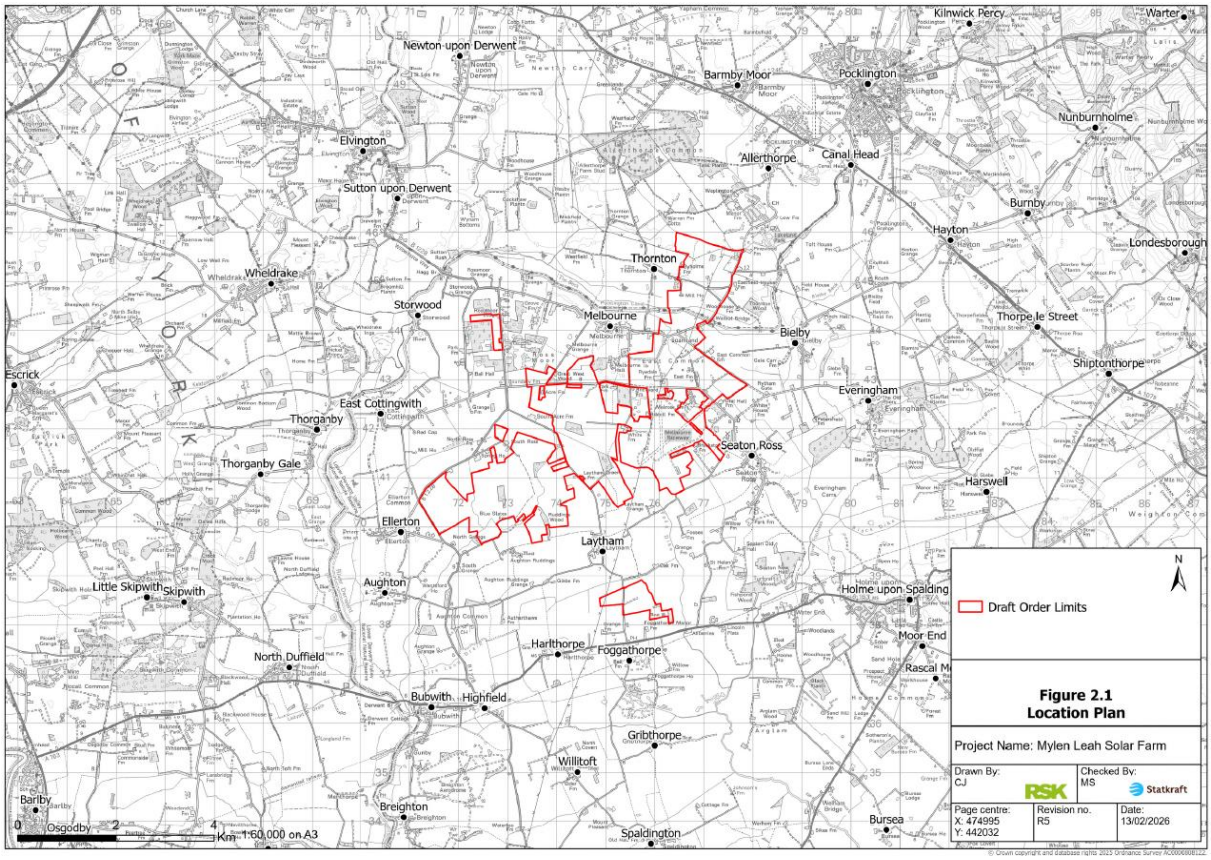
2. Mylen Leah Solar Farm

2.1 Site Location

2.1.1 Mylen Leah Solar Farm is located between the villages of Seaton Ross, Melbourne, Laytham, Ellerton, East Cottingwith and Foggathorpe, in the East Riding of Yorkshire.

2.1.2 The location of Mylen Leah Solar Farm is illustrated in **Figure 2.1**.

Figure 2.1: Mylen Leah Solar Farm Location



2.1.3 The layout of the Site includes three areas of solar array installations, two areas of environmental improvement and associated Site infrastructure.

2.1.4 Access to Mylen Leah Solar Farm will be taken from five principal access junctions. These are described below and illustrated in **Figure 2.2**:

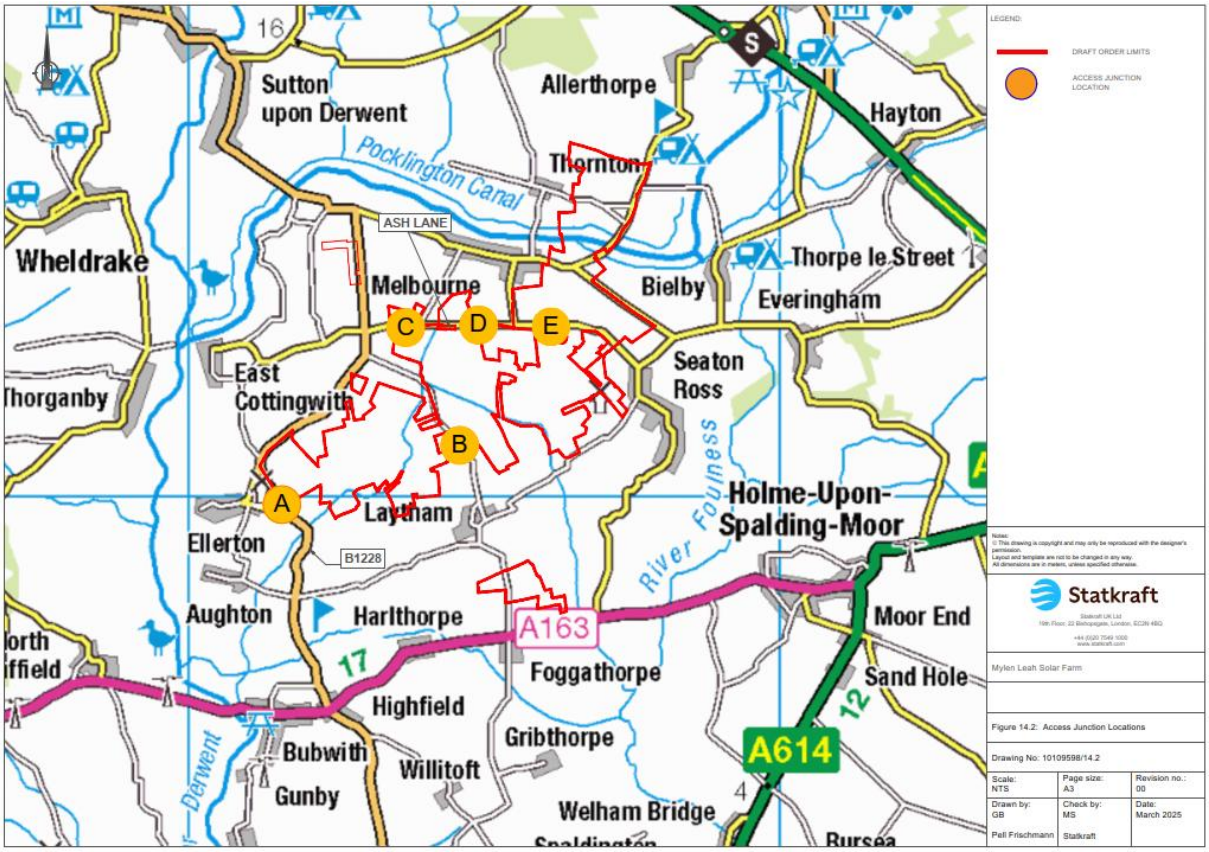
- Junction A: Access point for the west of Mylen Leah Solar Farm and Abnormal Indivisible Load (AIL) traffic, located on the B1228;
- Junction B: Located on Main Road and will only be a crossing point between Land Parcels B and C . No construction traffic will travel the length of Main Road. This connection is for AIL access between parcels, general construction access and cabling. It will not be a principal construction access point;

- Junction C: Access point for the north of Land Parcel C of Mylen Leah Solar Farm, located on the C Class road, Ash Lane, between the B1228 and Kidd Lane junctions;
- Junction D: Access point for the majority of Land Parcel C, located on Ash Lane between the junctions of Kidd Lane and Campey Lane. The potential for AIL access will be considered at the detailed design stage; and
- Junction E: Access point Land Parcel D, located on Ash Lane near the existing access junction for Melbourne Raceway.

Drawings illustrating the indicative junction layouts are provided in Appendix A.

All access junctions will be permanent and will be used throughout the lifetime of Mylen Leah Solar Farm.

Figure 2.2: Access Junction Locations



3. Study Methodology

3.1 Introduction

3.1.1 There are three phases of development, which have been considered in this assessment and are as follows:

- the construction phase;
- the operational phase; and
- the decommissioning phase.

3.2 Project Phases

3.2.1 Of the three phases, the construction phase is considered to have the greatest impact in terms of transport and potential impacts on the highway network and sensitive receptors. Construction plant, bulk materials and electrical components will be transported to Site, potentially resulting in temporary significant increases in traffic on the study network.

3.2.2 The operational phase is restricted to occasional maintenance operations which generate significantly lower volumes of traffic that are not considered to be in excess of daily traffic variation levels found normally on the highway network. As such, no further detailed assessment is required for this phase.

3.2.3 The decommissioning phase involves fewer trips on the highway network than the construction phase, as minor elements of infrastructure are likely to be left in place, adding to local infrastructure that can potentially be used for future agricultural or leisure uses in the future. As such, no further detailed assessment is required for this phase as agreed with East Riding of Yorkshire Council officers.

3.3 Scoping Discussions

3.3.1 The Applicant submitted a request for EIA Scoping Opinion to the Planning Inspectorate (PINS) in respect of the Environmental Impact Assessment (EIA) which included a section considering traffic and transport.

3.3.2 Further consultation with officers from East Riding of Yorkshire Council (ERYC) have been held and the Applicant is grateful for the input of officers.

4. Baseline Conditions

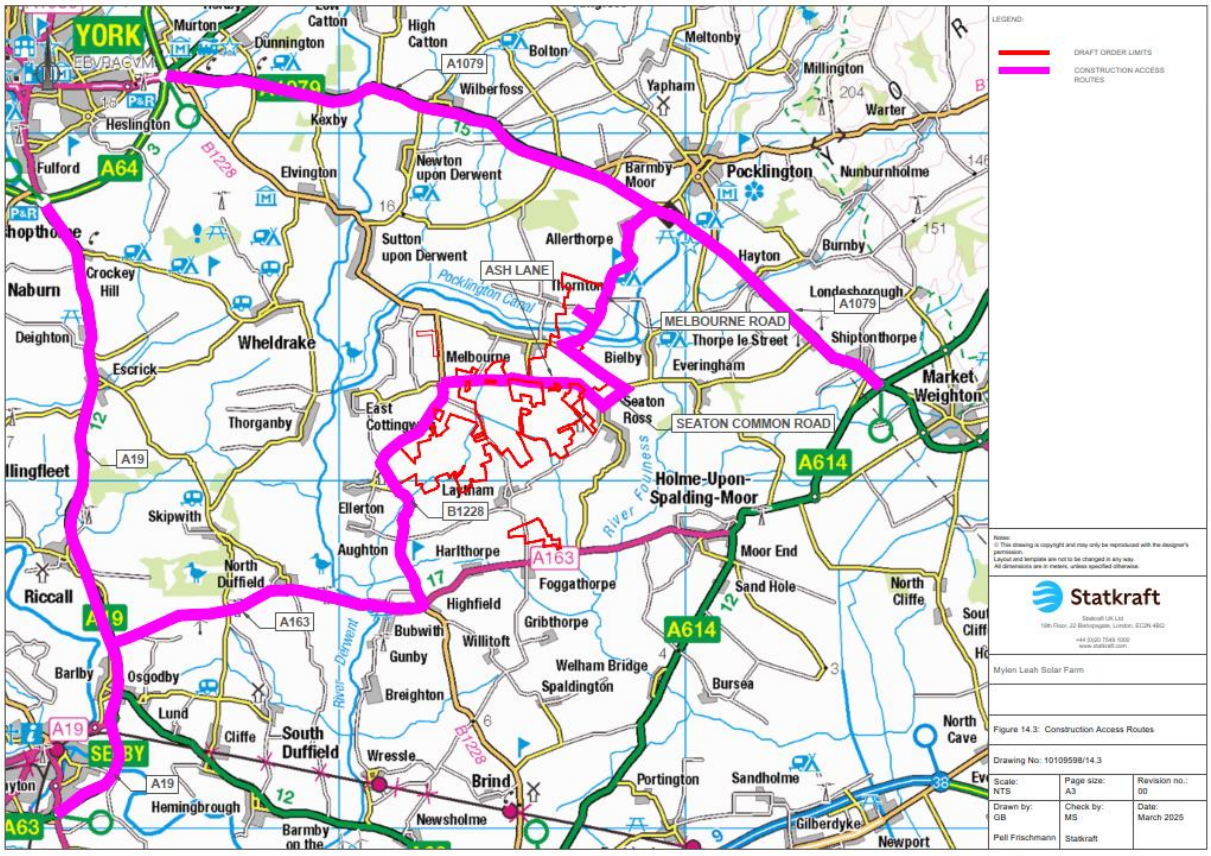
4.1 Access Arrangements

4.1.1 Access to Mylen Leah Solar Farm will be taken from five principal access junctions. These would be constructed to ERYC standards and may feature temporary traffic signal control during their construction.

4.1.2 All access junctions will be permanent and will be used throughout the lifetime of Mylen Leah Solar Farm.

4.1.3 Deliveries for construction materials will be made by Heavy Goods Vehicle (HGV) and Light Goods Vehicles (LGV). The majority of construction traffic will approach from the west via the A19, A163 and B1228. Limited numbers of deliveries and staff may also access from the A1078 corridor, located to the northeast. The proposed access routes are illustrated in **Figure 4.1**.

Figure 4.1: Proposed access strategy



4.1.4 AIL traffic will access the Site from the west and will enter Mylen Leah Solar Farm via Junction A on the B1228. The AIL loads will then use the internal access track network to access the substation area. An option to access via Junction D will be considered at the detailed design stage.

4.1.5 A detailed AIL route survey report will be provided as part of the final DCO submission, appended to the finalised Transport Assessment.

4.2 Proposed Operational and Maintenance Strategy

4.2.1 During the operational phase, up to 24 LGV trips per day, on average, are predicted to cater for cleaning of panels and general Site maintenance.

4.2.2 When longer term maintenance/rolling replacement of panels is required, HGV access will be necessary with up to 12 HGV trips potentially per day. The number of vehicle trips occurring during this phase will be well below the number of movements assessed for the construction phase and significantly below the overall IEMA guidance thresholds. As such, no further assessment is required.

4.2.3 Access infrastructure to enable maintenance and potential replacement of larger equipment on Site will be retained to facilitate access, when required.

4.3 Proposed Decommissioning Access Strategy

4.3.1 At the end of the operational life of Mylen Leah Solar Farm, the Solar PV arrays and all associated above ground equipment will be completely removed (potentially excluding access tracks) in line with the Decommissioning Environmental Management Plan (DEMP).

4.3.2 At this stage, it is not possible to accurately forecast the traffic impacts during the decommissioning phase, as projections of the baseline data into the future would not be accurate.

4.3.3 The levels of traffic associated with the decommissioning of Mylen Leah Solar Farm will be less than that during construction since some of the below ground elements will be left in situ and the access tracks may be retained for use by the landowners, as detailed in a Decommissioning Environment Management Plan (DEMP) .

4.3.4 To protect future stakeholders, it is proposed that a Decommissioning Traffic Management Plan (DTMP) is prepared prior to decommissioning works commencing and that this is secured via a Development Consent Order (DCO) requirement, potentially as an appendix to a Decommissioning Environment Management Plan or as a separate document.

4.4 Study Area Determination

4.4.1 The proposed study area therefore includes the highway links most likely to be impacted by the proposed movements associated with Mylen Leah Solar Farm. 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.

4.4.2 Bulk materials for use on the Site will be sourced from existing supply locations located to the west.

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

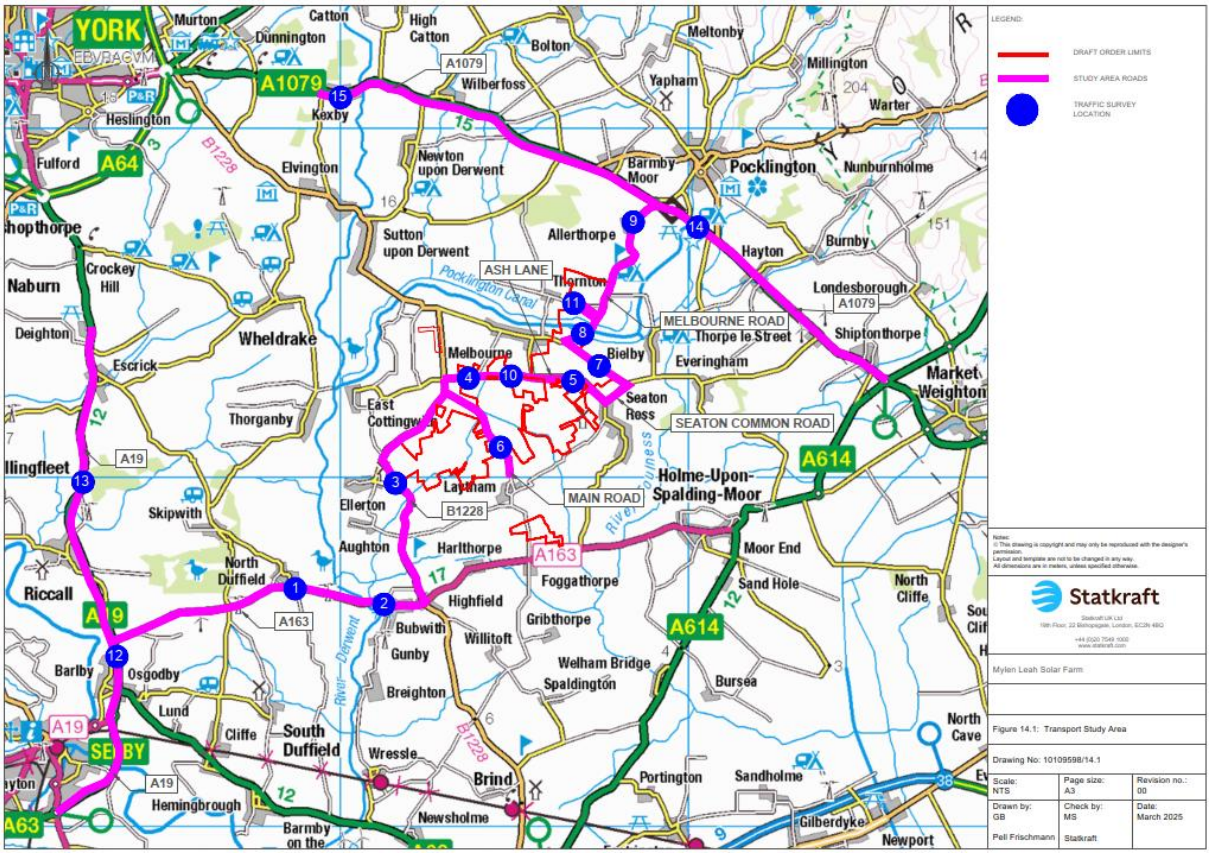
4.4.4 The assessment has assumed that staff engaged during the construction process will be based within the major urban areas of Selby, Hull and Howden during the construction phase.

4.4.5 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.

4.4.6 A plan illustrating the proposed study area is provided in Figure 4.2.

Figure 4.2: Study area network



4.4.7 Effects associated with construction traffic generated by Mylen Leah Solar Farm would be most pronounced in close proximity to the access junctions and on the final approaches to these locations. As vehicles travel away from Mylen Leah Solar Farm, they would disperse across the wider highway network, thus diluting any potential effects.

4.4.8 It is therefore expected that the effects relating to construction traffic are unlikely to be significant beyond the study area identified above.

4.5 Pedestrian, Equestrian & Cyclist Links

4.5.1 There are no dedicated 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, and Seaton Ross and in smaller settlements such as Harlthorpe, Foggathorpe, and Water End.

4.5.2 A review of the ERYC Public Rights of Way (PRoW) Map[11] indicates a number of PRoWs in the immediate vicinity of and within the Site, including the following:

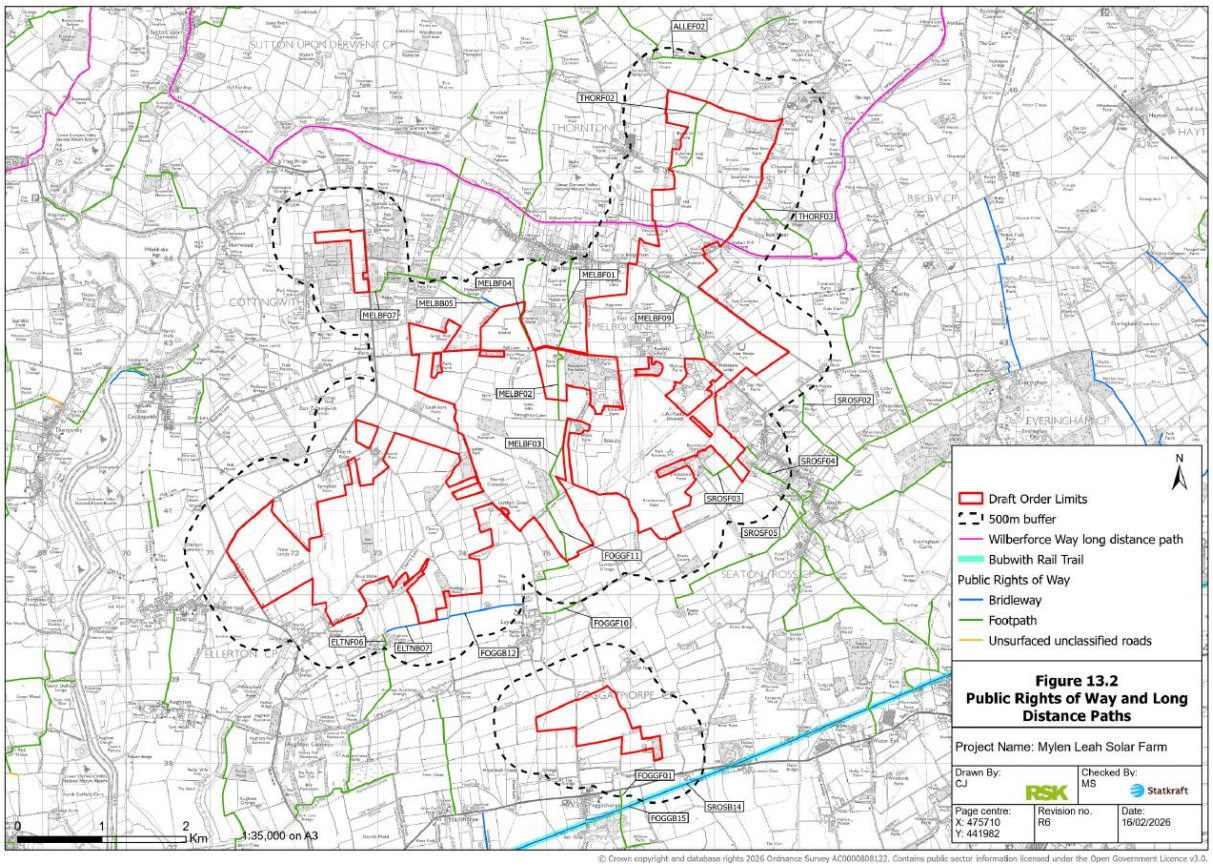
- Melbourne Footpath No.2 (MELBF02): Commences on Ash Lane and leads southwards around the east side of Park Farm to Throughleys Lane;
- Melbourne Footpath No.3 (MELBF03): Commences in Throughleys Lane and leads southwards west of White Farm to the Foggathorpe parish boundary at Lords Drain;
- Melbourne Footpath No.4 (MELBF04): Commences at the southern end of Melbourne Park between Nos. 6 and 7 and leads south-south-westerly for some 30 m turns west-north-westerly for some 30m then southwards to and along the western edge of Bracepits Wood and The Park to Ash Lane;
- Melbourne Bridleway No.5 (MELBB05): Commences on Ash Lane and leads along the eastern edge of Great West Wood and north-eastwards to join path No 4 north of Bracepits Wood. Known as Intakes Lane;
- Melbourne Footpath No 6. (MELBF06): Commences on Intakes Lane and leads westwards to Kidd Lane south of Melbourne Grange;
- Melbourne Footpath No. 9 (MELBF09): Commences at Scamland Bridge on the road leading from Melbourne to Seaton Ross and leads in a south-easterly direction across East Common and by the west side of East Farm to the Seaton Ross-Cottingwith Road north-west of Melbourne;
- Foggathorpe Footpath No.1 (FOGGF01):Commences on the Market Weighton - Selby Road at a point about 80 yards east of the entrance to Foggathorpe Manor House and leads southwards across the railway to Foggathorpe House;
- Foggathorpe Footpath No. 10 (FOGGF10): Commences at Laytham at a point about 70 yards south of the east end of New Road and leads eastwards to the first bend on the Laytham - Seaton Ross Road;
- Foggathorpe Footpath No. 11 (FOGGF11): Commences on the Laytham – Melbourne Road at a point about 450 yards of the junction

of New Road and leads eastwards and northwards to Owlet Hall Land then along Owlet Hall Lane for a distance of about 230 yards;

- Foggathorpe Bridelway No. 12 (FOGGB12): Commences at Laytham about 70 yards north of the west end of New Road and leads westwards along Belt Lane to the Ellerton parish boundary;
- Foggathorpe Bridleway No.15 (FOGGB15): Commences on Station Road and leads east-north-easterly for some 1199m then continues east-north-easterly for some 4m to join Seaton Ross Bridleway No. 14; and
- Ellerton & Aughton Footpath No.6 (ELTNF06): Commences at the eastern end of Ruddings Lane and leads in a mainly south westerly direction past Aughton Ruddings Farm to Long Lane, opposite the north eastern corner of Common End Plantation.

4.5.3 A plan illustrating the location of the PRoW routes is provided in **Figure 4.3 and in Figure 13.2 of Volume 2**.

Figure 4.3: PRoW map



4.5.4 A review of the Walk Wheel Cycle Trust (formerly Sustrans) National Cycle Network (NCN) map[12] 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.

4.6 Road Access

A19

4.6.1 The A19 between York and Selby is a key north-south arterial route in North Yorkshire, serving both local and regional traffic.

4.6.2 The A19 is primarily classified as a Principal Road, though historical sections within and around Selby have been de-trunked (responsibility passing from National Highways to the local Highway Authority, North Yorkshire Council (NYC)).

4.6.3 The route is predominantly a single carriageway (S2) road with a national speed limit in rural sections, although it often passes directly through or is immediately adjacent to villages and settlements (e.g., Escrick, Riccall) where lower speed limits apply.

4.6.4 The road is capable of accommodating significant numbers of HGV.

A163

4.6.5 The A163 is a single carriageway rural road of approximately 19 km in length. The A163 provides east to west links in the area, serving several villages and small towns. The A163 is generally subject to national speed limit with the exception of the section of road passing through North Duffield, Foggathorpe, Water End, and on approach to Bubwith from the west where the speed limit reduces to 40 miles per hour (mph). Within the centre of Bubwith and Holme Upon Spalding Moor the speed limit reduces to 30 mph.

4.6.6 The A163 is maintained by NYC between the A19 and Bubwith. To the east of Bubwith, the road is maintained by ERYC. The road appears to be of good standard along the majority of its length. The A163 features traffic signal control at the River Derwent Bridge to the west of Bubwith however HGV access over the bridge is unrestricted.

B1228

4.6.7 The B1228 is a single carriageway road of approximately 34 km in length which provides local distributor connects between Howden and the east of York. The B1228 is generally subject to national speed limit with the exception of the section of road south of Intakefield Road where the speed limit is 40 mph, reducing further to 30 mph further south towards the A163.

4.6.8 The road within the immediate vicinity of the Site is rural in nature and is maintained by ERYC. The road is of good standard with road markings throughout its length and is currently used by HGV and agricultural traffic.

Ash Lane

4.6.9 Ash lane is a two-way rural road of approximately 1.1 km in length and varying widths, providing connections between the rural communities located to the east of the B1228. Ash Lane is subject to national speed limit throughout its length. Ash Lane is maintained by ERYC and appears to be in reasonable condition and is usable for HGV traffic.

Seaton Common Lane

4.6.10 Seaton Common Lane is a two-way rural road of approximately 1 km in length and varying widths. The road is subject to national speed limit, reducing to 30 mph on approach to Mill Lane and is maintained by ERYC. The road appears to be in reasonable condition and is usable for HGV traffic.

Main Road

4.6.11 Main Road is a narrow, rural, single track road with passing places of approximately 6 km in length. Main Road is subject to national speed limit, reducing to 30 mph on approach to Laytham and reducing to 40 mph on approach Foggathorpe. At present, signage to the north of Main Road indicates that it is unsuitable for HGV traffic. Main Road is maintained by ERYC.

A1079

4.6.12 The A1079 is a major regional Principal Road connecting the cities of York and Kingston upon Hull.

4.6.13 The vast majority of the route (approximately 40 km) is single carriageway. There are only short dual carriageway sections, notably near Shiptonthorpe and parts of the Beverley Bypass.

4.6.14 The road provides important connections and is suitable for HGV traffic use, with bypasses of both Market Weighton and Pocklington. The road is maintained by ERYC.

Melbourne Road

4.6.15 Melbourne Road provides connections from the A1079 corridor to the town of Melbourne. The road is single carriageway and passes through the village of Allerthorpe.

4.6.16 The road has been used for construction traffic for the nearby Soay Greener Grid Park and Solar Farm.

4.6.17 The road is maintained by ERYC and is subject to the national speed limit, with the exception of the section passing through Allerthorpe, which is subject to a 30mph speed limit.

4.6.18 The road connects to Common Road to the east of Melbourne. This provides HGV access to the agricultural interests in the area and provides connections to Seaton Common Lane and Ash Lane.

4.7 General Road Suitability

4.7.1 The Timber Transport Forum Route Map[13] has been developed by The Timber Transport Forum who are a partnership of the forestry and timber industries, local government, national government agencies, timber hauliers and road and freight associations. One of the key aims of the forum is to minimise the impact of timber transport on the public road network, on local communities and the environment and a way of achieving this is to categorise the roads leading to forest areas in terms of their capacity to sustain the likely level of timber haulage vehicles i.e. HGV. The routes are categorised into four groups, namely; ‘Agreed Routes’, ‘Consultation Routes’, ‘Severely Restricted Routes’ and ‘Excluded Routes’.

4.7.2 'Agreed Routes' are categorised as routes used for timber haulage without restriction as regulated by the Road Traffic Act 1988. A-roads are classified as 'Agreed Routes' by default unless covered by one of the other road classifications. Those links classed as 'Consultation Routes' are categorised as a route which is key to timber extraction, but which are not up to 'Agreed Route' standard. Consultation with the local authority is required, and it may be necessary to agree limits of timing, allowable tonnage etc. before the route can be used. B-roads are classified as 'Consultation Routes' by default unless covered by one of the other classifications. 'Severely Restricted Routes' are not normally to be used for timber transport in their present condition. These routes are close to being Excluded Routes. Consultation with the local authority is required prior to use. Finally, 'Excluded Routes' should not be used for timber transport in their present condition. These routes are either formally restricted, or are close to being formally restricted, to protect the network from damaging loads.

4.7.3 Roads within the study area form part of the route network used for the extraction of timber and are therefore regularly used by HGV traffic. This includes the A19 and the A163 between the A19 and Bubwith which are 'Agreed Routes'. The remainder of the study area is unclassified.

4.8 Existing Traffic Conditions

4.8.1 In order to assess the impact of construction traffic on the study area, Automatic Traffic Counts (ATC) were undertaken throughout the study area in November 2025 (count locations 1 – 11).

4.8.2 To supplement the ATC data, data from the Department for Transport's (DfT) road traffic database[14] was also obtained to provide a review of the wider study area. Five survey locations from the DfT were used (count locations 12-15). These locations are also noted in **Figure 4.2**.

4.8.3 The DfT traffic data was normalised to 2025 flows and is summarised in **Table 4.1.**

Table 4.1: 2025 Traffic survey summary (Per Day)

Ref No.	Source	Description	Cars & LGV	HGV	Total
1	ATC	A163 North Duffield	3,519	565	4,083
2	ATC	A163 Bubwith	4,341	565	4,905
3	ATC	B1228	1,877	372	2,249
4	ATC	Ash Lane	1,403	303	1,707
5	ATC	Seaton Common Lane	595	181	776
6	ATC	Main Road	294	37	331
7	ATC	Common Road	819	130	949
8	ATC	Melbourne Road near Walbut	2,187	306	2,494
9	ATC	Melbourne Road, Allerthorpe	3,233	351	3,584
10	ATC	Ash Lane near Junction D	1,209	301	1,510
11	ATC	Sand Lane	293	64	356
12	DfT	A19 Barlby	18,240	1,035	19,275

Ref No.	Source	Description	Cars & LGV	HGV	Total
13	DfT	A19 South of Escrick	16,126	762	16,888
14	DfT	A1079 Pocklington	12,037	1,049	13,086
15	DfT	A1079 Kexby	15,442	1,212	16,654

4.9 Road Safety

4.9.1 Personal Injury Accident (PIA) data for the five-year period commencing 01 January 2020 through to the 31 December 2024 was obtained from the online resource CrashMap[15] which uses data collected by the police about road traffic crashes occurring on British roads, where someone is injured.

4.9.2 TA Guidance requires an analysis of the accident data on the road network in the vicinity of any development to be undertaken for at least the most recent three-year period, or preferably a five-year period, particularly if the Site has been identified as being within a high accident area. Whilst the study area has not been identified as having a high accident rate, a five-year review has been undertaken to ensure a comprehensive assessment has been undertaken.

4.9.3 The PIA statistics are categorised into three categories, namely:

- A “Slight” PIA, examples include a sprain, bruise or cut which is not considered to be severe, or slight shock requiring roadside attention;
- A “Serious” PIA, examples include fractures, concussion, internal injuries, crushings, severe cuts and lacerations, severe general shock requiring treatment; and
- A “Fatal” PIA, for those accidents that result in a death.

4.9.4 PIA data has been collected and analysed on all road links within the study area between the A19 and A1079. The locations and severity of the recorded accidents within the study area are summarised in **Table 4.2**.

Table 4.2: Five year accident summary

Road Link	Slight	Serious	Fatal	HGV
A163	8	6	1	4
B1228	6	4	0	3
Ash Lane & Seaton Common Lane	1	0	0	0
Main Street	1	0	0	0
Melbourne Road	1	2	1	1
Total	**17**	**12**	**2**	**8**
Percentage of total accidents	*54.8%*	*38.7%*	*6.5%*	*25.8%*

4.9.5 A summary analysis of the incidents indicates that:

- Single vehicle incidents accounted for four accidents on the A163, three on the B1228, one on Ash Lane and three on Melbourne Road. This suggests that speed or road conditions were the major factors in the incidents. Single vehicle accidents accounted for 35% of all accidents, although only three accidents occurred during winter months (November to March);
- Pedal cycle accidents generally occurred in towns including North Duffield and Bubwith. One accident out of the four pedal cycle accidents occurred to the north of Laytham;
- Motorcycle accidents numbered six and included one fatality on Melbourne Road;
- Young Drivers (those under 25 years of age) were involved in ten accidents accounted for up to 33% of all accidents, three of which were noted as being serious; and
- No accidents were located in close proximity of any of the proposed Site access junctions, with the exception of Junction D, where one slight accident was noted involving a single vehicle approximately 30 m to the east of the junction.

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

4.9.7 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 the solar farm.

4.10 Future Year Traffic Conditions

4.10.1 Construction of Mylen Leah Solar Farm is assumed to commence in 2030 and is assumed to be completed within 36 months.

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

4.10.3 The NRTF low growth factor for 2025 to 2030 is 1.025. These factors were applied to the 2025 survey data, previously outlined in **Table 4.1**, to estimate the baseline traffic conditions within the peak period of construction, estimated to occur in 2030.

4.10.4 The 2030 base traffic flows are shown in **Table 4.3**.

Table 4.3: 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
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

4.11 Committed Developments

4.11.1 A full review of committed developments will be undertaken post-PEIR and in the final DCO submission to ensure that the most up to date traffic data is used to conduct the final assessment.

4.11.2 The assessment will be based upon TA Guidance in that only those projects with extant planning permission or local development plan allocations within an adopted or approved plan require to be included in any assessment. Those projects in scoping or at the application stage should not be included in cumulative assessments as they have yet to be determined. When considering traffic impacts specifically in relation to the construction phase of a project, the potential traffic impact is highly speculative and as such, cannot be included in the assessment.

5. Trip Generation and Distribution

5.1 Construction Phase – Trip Derivation

5.1.1 During the 36-month construction period, the following traffic will require access to the Site:

- staff transport, in either cars or staff minibuses;
- construction equipment and materials, deliveries of machinery and supplies such as ready-mix concrete and aggregate;
- ground mounted solar photovoltaic generating station, incorporating solar PV modules, mounting structures, inverters, transformers and switchgear and cabling;
- components relating to the grid connection infrastructure; and
- AIL consisting of the transformers and a heavy lift crane.

5.1.2 A construction programme has been developed to help estimate peak in construction activities.

5.1.3 Average monthly traffic flow data was used to establish the construction trips associated with Mylen Leah Solar Farm, based on the assumptions detailed in the following sections.

5.2 Construction Staff

5.2.1 Staff would arrive in cars, LGV and minibus vehicles. To promote sustainable travel, a Staff Travel Plan (contained within the Outline Construction Traffic Management Plan (Outline CTMP)) will be implemented to ensure the following to help reduce single occupancy car journeys:

- 70% of staff will arrive by minibus;
- 20% will arrive by LGV (expected to accommodate on average three staff) or car share; and
- 10% will arrive by car.

5.2.2 The workforce will depend on the activities undertaken but based on previous solar farm construction Site experience for a project of this scale, an estimate of staff requirements has been made based against the construction programme.

5.2.3 Based on these assumptions, staff transport cars and LGV would account for a maximum of 194 vehicle movements (97 inbound trips and 97 outbound trips) per day during the peak of staff requirements.

5.2.4 The movement of staff to and from Mylen Leah Solar Farm can be controlled by the Staff Travel Plan proposed for the Site and contained in the Outline CTMP.

5.3 General Deliveries

5.3.1 Throughout the construction phase, general deliveries will be made to construction areas via HGV. These would include fuel, Site office supplies,

generic construction materials and staff welfare etc and would access each of the four Site access junctions.

5.4 Material Deliveries

5.4.1 Various materials will need to be delivered to the construction Site to construct Mylen Leah Solar Farm. At the outset of the construction works, HGV deliveries will deliver plant and initial material deliveries to the Site to enable the formation of the Site compound and to deliver construction machinery.

5.4.2 The Site will require bulk material deliveries of aggregate, ready-mix concrete, geotextile, road surfacing materials, etc. During the construction programme, some of these materials that are used for temporary works will need to be removed from Site (such as temporary compound hardstands).

5.4.3 The estimated materials required on Site have been reviewed from the Applicant's design team. The following worst-case assumptions have been made to estimate the traffic volumes:

- All bulk aggregate and road building materials will be delivered by HGV with a 20 tonne capacity;
- Foundation steel will be delivered via HGV in 30 tonne deliveries;
- Ready-mix deliveries will be made by vehicles with a 6 m^3 capacity;
- A total of 1840 containerised shipments of PV solar modules;
- Panel frame components can be delivered in component form by shipping container;
- A total of 99 MV invertor, transformers and switchgear units are required. These are a containerised loads and are delivered individually;
- Cabling sand is delivered in 20 tonne capacity HGV;
- Cabling is delivered in drums, none of which are considered AIL in dimension or weight;
- Transformers are considered as AIL movements and will be delivered as one delivery each. Up to two transformer loads are anticipated, depending upon final design and value engineering; and
- Commissioning will be undertaken by staff specifically travelling to Site by LGV.

5.4.4 The resulting traffic generation estimates have been plotted onto the indicative construction programme to estimate the peak journeys on the network. **Appendix B** illustrates the trip generation throughout the construction programme.

5.4.5 The peak of construction in terms of vehicular movements will occur in Month 11 of the construction programme and results in 290 daily trips (194 Car/LGV and 96 HGV journeys).

5.5 Distribution of Construction Trips

5.5.1 The distribution of Mylen Leah Solar Farm's construction traffic on the network would vary depending on the types of loads being transported.

5.5.2 The following distribution estimates have been used to assign construction traffic to the study area network:

- All bulk materials will be imported from the west using the A19 corridor. For the purposes of the assessment, it is assumed that material would be supplied from suppliers to the northwest (aggregate) and northeast (cabling sand);
- It has been assumed for the purposes of the assessment that all ready-mix concrete will originate from suppliers located on the A19 corridor, located near Selby;
- General Site deliveries will originate from York and Selby;
- Staff movements would be split between York, Howden, Selby and Hull, as the largest population settlements with the greatest capacity for hotels and accommodation in close proximity to the study area. The assumed split of staff is 40% originating from York, 20% from Howden and 20% from Selby and 20% from Hull; and
- The routing of traffic would be controlled by the Outline CTMP.

5.5.3 The distribution of construction traffic will be enforced by the construction contracts proposed for the project. Regular reviews and audits will be undertaken to enforce routing and to ensure the use of the Staff Travel Plan.

5.5.4 Following the distribution and assignment of traffic flows to the study area network, the resultant daily traffic during the peak of construction is summarised in **Table 5.1**.

Table 5.1: Peak month construction traffic (Per Day)

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

5.5.5 Traffic would be available to cross between Land Parcels B and C via a crossing on Main Road. This is likely to be mainly Site managers travelling across the Site, cabling contractors (LGV principally) or the movement of the two AIL transformers.

5.5.6 None of these elements are expected to occur during the peak of overall traffic generation, so a provisional crossing flow of 20 Car / LGV has been included in the assessment to provide a robust review at this PEIR stage.

5.5.7 In addition, the wider grid connection does not occur at the peak of traffic generation. To provide a robust review, daily traffic expected with the grid connection has been included in Sand Lane, to ensure that an assessment of this link is provided at this PEIR assessment.

5.6 Operational Phase

5.6.1 During the operational phase, up to 24 LGV journeys per day are predicted to cater for cleaning of Solar PV panels and general Site maintenance.

5.6.2 When longer term maintenance of battery units or panels is required, HGV access will be necessary with up to 12 HGV trips potentially per day. The number of vehicle trips occurring during this phase will be well below the number of movements assessed for the construction phase and significantly below the overall IEMA guidance thresholds.

5.7 Decommissioning Phase

5.7.1 During decommissioning, the cabling, Solar PV panels, High Voltage (HV) equipment, foundations, etc. comprising the surface elements of Mylen Leah Solar Farm will be removed. Other elements such as sections of access tracks, access junctions, the grid connection ducting, landscaping, areas of ecological enhancement may be retained. The traffic generation associated with the decommissioning phase is therefore less than that associated with the construction phase.

6. Traffic Impact Assessment

6.1 Construction Traffic

6.1.1 The peak month traffic data was combined with the future year (2030) traffic data to allow a comparison between the baseline results to be made. The increase in traffic volumes is illustrated in percentage increases for each class of vehicle. This is illustrated in **Table 6.1**.

Table 6.1: Peak month traffic impact

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%

6.2 Traffic Impact

6.3 Road Link Capacity Review

6.3.1 A review of road link capacity has been undertaken to review if sufficient spare capacity exists to accommodate the proposed peak construction traffic flows.

6.3.2 The NESA Manual[16], formerly part of the Design Manual for Roads and Bridges has been used to estimate the theoretical capacity for the study area roads for a 12 hour period. This has then been compared to the base and base + peak daily construction traffic and a review of the spare road link capacity undertaken. The assessment is summarised in **Table 6.2**.

Table 6.2: Theoretical spare link capacity review

Link Description	2030 Baseline Total Traffic	2030 Base + Development Total Traffic	Theoretical 12 hour Link Capacity	Spare Link Capacity (%)
A163 North Duffield	4,185	4,391	21600	79.7%
A163 Bubwith	5,028	5,234	19200	72.7%
B1228	2,306	2,571	21600	88.1%
Ash Lane	1,749	1,899	21600	91.2%

Link Description	2030 Baseline Total Traffic	2030 Base + Development Total Traffic	Theoretical 12 hour Link Capacity	Spare Link Capacity (%)
Seaton Common Lane	796	949	19,200	95.1%
Main Road	340	360	3,360	89.3%
Common Road	973	1,020	21,600	95.3%
Melbourne Road near Walbut	2,556	2,602	21,600	88.0%
Melbourne Road, Allerthorpe	3,673	3,719	19,200	80.6%
Ash Lane near Junction D	1,547	1,676	19,200	91.3%
Sand Lane	365	379	19,200	98.0%
A19 Barlby	19,757	19,820	28,800	31.2%
A19 South of Escrick	17,310	17,446	28,800	39.4%
A1079 Pocklington	13,413	13,452	28,800	53.3%
A1079 Kexby	17,070	17,079	19,200	11.0%

6.3.3 The results indicate that ample spare link capacity exists across the study area network and that the road network can accommodate the temporary uplift in traffic associated with Mylen Leah Solar Farm.

6.4 Operational Impact

6.4.1 The traffic impact of the operational phase is minimal and below the trigger for an assessment.

6.5 Decommissioning Impact

6.5.1 Prior to decommissioning of Mylen Leah Solar Farm, a traffic assessment would be undertaken, and appropriate traffic management procedures followed.

6.5.2 The decommissioning phase would result in fewer trips on the road network than the construction as it is considered likely that elements of infrastructure such as access tracks would be left in place and structures may be broken up onsite to allow transport by a reduced number of HGV trips.

6.5.3 The growth of background traffic, created through wider development in the area, will increase the future baseline traffic flows. With a larger baseline and smaller development traffic generation, the potential traffic impact is therefore considered to be significantly below that reported for the construction phase.

7. Grid Connection

7.1.1 The grid connection is to be at made at the National Grid Thornton Substation.

7.1.2 The underground grid connection corridor runs parallel to Melbourne Road, before proceeding eastbound over moorland towards the substation. The underground grid connection route corridor crosses the following public roads, with the majority of crossings likely to be made by Horizontal Directional Drilling (HDD) to avoid the need for road closures:

- Seaton Common Lane;
- Melbourne Road to the east of Melbourne;
- B6141 Long Causeway; and
- Sand Lane.

7.1.3 HDD crossings under the Pocklington Canal and The Beck watercourse will also be undertaken.

7.1.4 The majority of the route will be constructed using a temporary open cut trench. The trench will feature the cables contained within ducts. The ducts will be embedded in cabling sand. The trench would then be backfilled with excavated material. Any surplus material would be taken to the nearest suitable commercial landfill facility, using the empty sand delivery HGV.

7.2 Traffic Management

7.2.1 All of the traffic management required to construct the cable infrastructure will be undertaken by a specialist contractor working on behalf of the main works contractor. The traffic management contractor will be selected from approved firms that are either sector approved, or who are approved by the relevant highway authorities.

7.2.2 The traffic management will be fully complaint with the Traffic Signs Manual and will be carefully designed to avoid impacts from traffic lights backing back from temporary works areas into sensitive junctions. The timing of temporary traffic signals will be agreed with local highway officers at key locations and will be monitored to ensure the safety of traffic.

7.2.3 To ensure pedestrian safety, barriers separating the open works areas from footways will be provided. These will be inspected regularly to ensure the safety of pedestrians.

7.2.4 Where the trench crosses private accesses, engagement with the occupiers will be undertaken to reduce any inconvenience during these works. Temporary crossing plates will be provided where semi-open trenches are located at access points.

7.2.5 Engagement will occur with residents living along the access route. Works in these areas would be accelerated wherever possible to reduce the potential impacts on these streets and resident parking provision.

7.3 Control of Traffic & Signage

7.3.1 All works in the road surface, footway or verge will need to be undertaken under traffic signal control, with one lane working. All works areas will need to have advance warning signs, located in accordance with the Traffic Signs Manual.

7.3.2 Where works are located near bends or junctions, advance warning and speed reduction signs will be required, with all works sections being undertaken in 20 mph speed limits. Temporary Traffic Regulation orders (TTRO) will be necessary and should be discussed with the road authorities at least six months prior to works commencing.

7.3.3 The spacing of works areas will need to comply with “Safety at Street Works and Road Works Code of Practice”.

7.3.4 The location and detail of road signage to control traffic will be set out at the road opening permit phase of the works associated with the Cable Route Corridor. All signage would be located in areas where they have good forward visibility and will be subject to regular review to ensure that they are visible, relevant and have not been removed.

7.3.5 A full signage strategy for the diversion routes will be developed and agreed with the relevant local authority, prior to works commencing.

7.4 Likely Traffic Impacts

7.4.1 The traffic generation with the cabling works does not generate large traffic flows. The likely traffic impact of these vehicles is considered not likely to be significant.

7.4.2 With HDD works to place cables under public roads, the level of delay is not going to cause delays or road closures.

7.4.3 The level of delay is considered similar to those encountered from normal road maintenance works, albeit over a marginally potentially longer period. The traffic impact is therefore not considered significant, subject to the appropriate traffic management measures.

8. Proposed Mitigation

8.1 Construction Mitigation

8.1.1 Given the importance of effective traffic management with construction projects, an Outline CTMP has been prepared and submitted as part of this PIER Application.

8.1.2 The CTMP will also include an Outline Public Rights of Way and Access Management Plan (oPRoWAMP) to safely manage the interactions between PRoW, bridleway and path users and construction traffic/activities.

8.1.3 A Staff Travel Plan to promote sustainable travel to and from the construction Site is also included in the CTMP.

8.1.4 The proposed mitigation package would be secured through the draft DCO Application.

8.2 Operational Mitigation

8.2.1 The Site access junctions and tracks will be well maintained and monitored during the operational life of the Mylen Leah Solar Farm. Regular maintenance will be undertaken to keep the access track drainage systems fully operational and to ensure there are no run-off issues onto the public road network.

8.2.2 Due to the level of traffic associated with the operational phase, being less than the assessed construction phase, no physical traffic management measures are considered necessary.

8.2.3 In line with best practice, car / LGV sharing for staff during the operation phase will be undertaken to reduce single occupancy trips as far as is practical.

8.3 Decommissioning Mitigation

8.3.1 Mitigation during the decommissioning stage will be similar to that proposed in the Outline CTMP, albeit with reduced traffic generation as some elements of Mylen Leah Solar Farm are likely to be retained, including sections of access tracks, access junctions, landscaping, areas of ecological enhancement, etc.

8.3.2 A DTMP would be prepared prior to the decommissioning stage being commenced. This will ensure that all relevant transport receptors and issues are accounted for in preparing the traffic management measures at that stage, likely to be undertaken up to 60 years following installation.

8.3.3 The DTMP would be secured within the DCO Application, potentially as a standalone document or as part of the Decommissioning Environmental Management Plan (DEMP).

9. Summary & Conclusions

9.1.1 Pell Frischmann has been instructed by the Applicant to produce a Transport Assessment for a solar energy development located between the villages of Seaton Ross, Melbourne, Laytham, Ellerton, East Cottingwith and Foggathorpe, in the East Riding of Yorkshire.

9.1.2 Baseline traffic data established a base point for determining the impact during the construction phase and was factored to future levels to help determine the effect of construction traffic on the local road network.

9.1.3 The construction traffic would result in a temporary increase in traffic flows on the road network surrounding Mylen Leah Solar Farm. The peak of construction in terms of vehicular movements will be 290 daily journeys (194 Car/LGV and 96 HGV journeys). Over the course of a typical 12 hour working day on the Site, this would equate to approximately 8 two-way HGV movements per hour at the peak of construction activities.

9.1.4 A series of mitigation measures and management plans have been proposed to help mitigate and offset the impacts of the construction phase traffic flows. It is proposed that these can be secured by condition with the local planning authorities.

9.1.5 No link capacity issues are expected on any of the roads assessed due to the additional movements associated with Mylen Leah Solar Farm. The effects of construction traffic are temporary in nature and are transitory.

Appendix A: Indicative Junction Layout Drawings

LEGEND:

VISIBILITY SPLAY

PROPOSED JUNCTION

Notes:

All dimensions are in meters, unless specified otherwise.

Statkraft

Statkraft UK Ltd
19th Floor, 22 Bishopsgate, London, EC2N 4BQ

+44 (0)20 7549 1000
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Mylen Leah Solar Farm

Access Junction A Layout

Drawing No: 10109598/SK01

Scale:	Page size:	Revision no.:
1:1500	A3	00
Drawn by: GB Pell Frischmann	Check by: MS Statkraft	Date: March 2025

LEGEND:

VISIBILITY SPLAY

PROPOSED JUNCTION

Notes:

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Mylen Leah Solar Farm

Access Junction C Layout

Drawing No: 10109598/SK02

Scale:	Page size:	Revision no.:
1:1500	A3	00
Drawn by:	Check by:	Date:
GB	MS	March 2025
Pell Frischmann	Statkraft	

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Mylen Leah Solar Farm

Access Junction D Layout

Drawing No: 10109598/SK03

Scale:	Page size:	Revision no.:
1:1500	A3	00
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Pell Frischmann	Statkraft	

LEGEND:

VISIBILITY SPLAY

PROPOSED JUNCTION

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Mylen Leah Solar Farm

Access Junction E Layout

Drawing No: 10109598/SK04

Scale:	Page size:	Revision no.:
1:1500	A3	00
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GB	MS	March 2025
Pell Frischmann	Statkraft	

Appendix B: Construction Traffic Programme

Mylen Leah Programme																																				
Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Site Establishment	160	320	160	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160	320	160
General Deliveries	308	308	308	308	308	308	308	308	308	308	308	308	308	308	308	308	308	308	308	308	308	308	308	308	308	308	308	308	308	308	308	308	308	308	308	308
Primary Access Works	310	260	250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Compound	0	0	0	2146	2146	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site Tracks	0	0	0	0	0	734	734	734	716	716	716	716	716	716	716	716	716	716	716	716	716	716	716	716	0	0	0	0	0	0	0	0	0	0	0	0
Geotextiles	0	0	0	11	11	0	0	9	9	0	0	9	9	0	0	9	9	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Control Facilities	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25	25	25	0	0	0	0	0	0	0	0	0
Solar Array Works	0	0	0	0	0	0	0	0	454	454	454	454	454	454	454	454	454	454	454	454	454	454	454	454	454	454	454	454	0	0	0	0	0	0	0	0
HV Equipment	0	0	0	0	0	0	0	0	0	0	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	0	0	0	0	0	0	0	0	0
Cabling & Cabling Sand	0	0	0	0	0	0	0	0	0	0	527	527	527	527	527	527	527	527	527	527	527	527	527	527	527	527	527	527	0	0	0	0	0	0	0	0
Offsite Grid Connection	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95	95	95	95	95	95	95	95	95	0	0	0
Site Restoration & Fencing	0	0	93	93	93	93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	93	93	93	0	0	0	0
Commissioning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	704	704	704	704
Staff Movements	1276	1276	1276	2992	2992	3388	3828	3828	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	2992	2992	1716	1716	1276	1276	1276
Total Car & LGV Movements / Month	1276	1276	1276	2992	2992	3388	3828	3828	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	4268	2992	2992	1716	2244	1804	1804	1804
Total HGV Movements / Month	778	888	811	2557	2557	1135	1042	1051	1488	1479	2101	2110	2110	2101	2101	2110	2110	2101	2101	2110	2110	2101	2101	2101	1505	1505	1505	1410	496	496	496	496	403	468	628	468
Total Car & LGV Movements / Day	58	58	58	136	136	154	174	174	194	194	194	194	194	194	194	194	194	194	194	194	194	194	194	194	194	194	194	194	136	136	78	102	82	82	82	
Total HGV Movements / Day	35	40	37	116	116	52	47	48	68	67	96	96	96	96	96	96	96	96	96	96	96	96	96	96	68	68	68	64	23	23	23	23	18	21	29	21
Total Traffic Movements / Day	93	98	95	252	252	206	221	222	262	261	290	290	290	290	290	290	290	290	290	290	290	290	290	290	262	262	262	258	217	159	159	101	120	103	111	103

The peak month is highlighted in orange for ease of reference

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