

Prosiect Maen Hir

Solar a Storio Ynni



Preliminary Environmental Information Report Volume III

Appendix 9-1: Legislation and Planning Policy

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lightsource bp



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1 Introduction

1.1 Legislation, Planning Policy and Guidance

- 1.1.1 The following legislative, policy and guidance documents relate to how Transport and Access related impacts should be assessed, in terms of identifying the level of impact of the Project and any necessary mitigation measures.
- 1.1.2 Planning policy and guidance relating to transport and identified as being relevant to the Project comprise the following:

National Planning Policy

National Policy Statement for Energy (EN-1)

- 1.1.3 The Overarching National Policy Statement for Energy (NPS EN-1) was published in November 2023 and designated in January 2024 and sets out the national policy for energy infrastructure across the UK. Section 5.14 of the NPS outlines the planning policy in relation to Transport and Access.
- 1.1.4 Paragraph 5.14.1 states that *“The transportation of material, goods and personnel to and from a development during different project phases can have a range of impacts on the surrounding transport infrastructure through increased congestion, which can have subsequent economic, social and environmental effects”*.
- 1.1.5 Paragraph 5.14.2 states that *“Environmental impacts may arise from trips generated onto roads which may increase noise and air pollution as well as contribute to greenhouse gas emissions.”*
- 1.1.6 Paragraph 5.14.3 states that *“Disturbance caused by traffic and abnormal loads generated during the construction phase will depend on the scale and type of proposal”*.
- 1.1.7 Paragraph 5.14.4 states that *“The consideration and mitigation of transport impacts is an essential part of the Government’s wider policy objectives for sustainable development”*.

National Policy Statement for Renewable Energy Infrastructure (EN-3)

- 1.1.8 NPS EN-3 was published in November 2023 and designated in January 2024 in conjunction with EN-1, and provides the primary policy decisions regarding applications for significant renewable energy infrastructure projects.
- 1.1.9 Referencing transport-related impacts, paragraph 2.10.120 states that *“Modern solar farms are large sites that are mainly comprised of small structures that can*

be transported separately and constructed on-site, with developers designating a compound on-site for the delivery and assemblage of the necessary components”.

- 1.1.10 Paragraph 2.10.121 states that *“Many solar farms will be sited in areas served by a minor road network. Public perception of the construction phase of solar farms will derive mainly from the effects of traffic movements”.*
- 1.1.11 Paragraph 2.10.123 states that *“Applicants should assess the various potential routes to the site for delivery of materials and components where the source of the materials is known at the time of the application, and select the route that is most appropriate”.*
- 1.1.12 Paragraph 2.10.124 states that *“Where the exact location of the source of construction materials, such as crushed stone or concrete is not known at the time of the application, applicants should assess the worst-case impact of additional vehicles on the likely potential routes”.*
- 1.1.13 Paragraph 2.10.125 states that *“Applicants should ensure all sections of roads and bridges on the proposed delivery route can accommodate the weight and volume of the loads and width of the vehicles. Although unlikely, where modifications to roads and/or bridges are required, these should be identified, and potential effects addressed in the ES”.*
- 1.1.14 Paragraph 2.10.126 states that *“Where a cumulative impact is likely because multiple energy infrastructure developments are proposing to use a common port and/or access route and pass through the same towns and villages, applicants should include a cumulative transport assessment as part of the ES. This should consider the impacts of abnormal traffic movements relating to the project in question in combination with those from any other relevant development. Consultation with the relevant local highway authority is likely to be necessary”.*

Planning Policy Wales - Edition 12

- 1.1.15 The most recent iteration of Planning Policy Wales (PPW) was published in February 2024. The PPW sets out the Welsh Government's planning policies and how these should be applied for development in Wales.
- 1.1.16 Referencing transport-related impacts arising from renewable energy projects, paragraph 5.9.20 states that *“Planning authorities should also identify and require suitable ways to avoid, mitigate or compensate adverse impacts of renewable and*

low carbon energy development. The construction, operation, decommissioning, remediation and aftercare of proposals should take into account:

- *The need to minimise impacts on local communities, such as from noise and air pollution, to safeguard quality of life for existing and future generations;*
- *The impact on the natural and historic environments;*
- *Cumulative impact; and*
- *The capacity of, and effects on the transportation network.”*

Local Policy

Anglesey and Gwynedd Joint Local Development Plan (July 2017)

- 1.1.17 The development plan for the Isle of Anglesey comprises the Joint Anglesey and Gwynedd Local Development Plan 2011 to 2025 (JLDP), which was adopted in July 2017. The JLDP is a land use strategy covering a 15-year period, which concentrates on sustainable development..
- 1.1.18 In relation to transport-related impacts, Policy ADN 2: PV Solar Energy states that *“Proposals for Solar PV Farms of 5MW or more and other solar scheme of up to 5MW, will be permitted provided that the proposal conforms with the following criteria:*
- *All impacts on landscape character, heritage assets and natural resources have been adequately mitigated, ensuring that the special qualities of all locally, nationally and internationally important landscape, biodiversity and heritage destinations, including, where appropriate, their settings are conserved or enhanced;*
 - *The proposal will not result in significant harm to the safety or amenity of sensitive receptors including effect from glint and glare and will not have an unacceptable impact on roads, rail or aviation safety;*
 - *The proposal will not result in significant harm to the residential visual amenities of nearby residents;*
 - *The proposal will not have unacceptable cumulative impacts in relation to existing solar PV farms and those which have permission and other prominent landscape features;*

- *The panels and associated infrastructure will, at the end of the operational life of the facility, be removed in accordance with a restoration and aftercare scheme submitted to and agreed by the Local Planning Authority; and*
- *That a Construction Environmental Management Plan (CEMP) is provided to demonstrate that any potential negative effects arising during construction and decommissioning phases are avoided.”*

1.1.19 The ES and future DCO Application will provide further information on the relevant policy and guidance documents, and how these have been considered within the development of the Project

Guidance

1.1.20 The following guidance has been considered in carrying out the assessment of Transport and Access:

- Institute of Environmental Management and Assessment ('IEMA', 2023) - Environmental Assessment of Traffic and Movement (EATM);
- Department for Transport (2007) - Guidance on Transport Assessment;
- Department for Transport (2020) - Transport Analysis Guidance Unit M1.2; and
- Department for Transport (2023) - National Transport Model: Trip End Model Presentation Program (TEMPro) Database.

