

**Highways Development Management**  
**Planning Application Consultation Response**

**Planning application number:** 23/01779/SCOPE

**Description of development:** Scoping Opinion for a single wind turbine.

**Location:** Land South Of Norham Village And North Of Newbiggin Dean Norham  
Northumberland

**Date:** 23<sup>rd</sup> May 2023

**Assessment of proposal:**

As part of this scoping application, the applicant has provided a site plan and a supporting scoping report – “Norham Community Renewable Development Scoping Report”. The submitted information identifies the need for an Environmental Impact Assessment (EIA) to be submitted as part of the proposed development. Chapter 12 of the report covers traffic and transport.

In terms of the scope of the EIA in traffic movements, the (former) Institute of Environmental Management’s Guidelines for the Environmental Assessment of Road Traffic indicates that a slight effect of road traffic increases from development occurs beyond an increase of 30% of the baseline AADT traffic flows for all traffic movements and/or for HGV movements.

It is stated that the anticipated volume of construction traffic and size of abnormal loads would warrant this element to be scoped into the EIA which is welcomed, however for the effects on transport during the operation of the development these are expected to be negligible and are therefore proposed to be scoped out of the assessment.

However, no baseline traffic movements in terms of numbers have been provided as part of this application, and therefore it is not possible to determine the precise scope of the EIA. The applicant must note that the EIA should screen the requirements in line with the guidance and include an assessment where AADT traffic flows for all vehicles or HGV movements exceed 30% on baseline flows. Without traffic or HGV flow figures on the existing network to compare to that generated by the development we cannot scope out an assessment of operational traffic, recognising that maintenance visits is scheduled to be low at typically once ever 6 months.

The applicant is advised that it is demonstrated that all movements during both construction and operation can be accommodated on the existing highway network and identify any necessary mitigation measures in relation to capacity and highway

safety. This will assist in the screening of the Transport chapter of the EIA and it is welcomed that a Traffic Management Plan will be produced. Anticipated vehicle numbers for both construction and operation are required in respect of demonstrating the thresholds are not met and that there will be no detrimental impact from the development. Regardless of whether a future application requires an Environmental Statement, the application will require a Transport Assessment to assess trip generation and distribution and detailed site plans to illustrate access requirements, car parking, cycle parking, refuse storage and swept path drawings for the largest vehicles arriving / departing and manoeuvring within the site.

Subject to the submitted information, additional requirements may be outlined to determine the appropriateness of the development and any mitigation measures (highway works) necessary to address concerns or to address the impacts of the development in the EIA. The potential for any impact on Public Right of Way 231/007 should be scoped with the Public Rights of Way team.

These comments in relation to the EIA Scope relate to the impacts of increases in traffic resulting from the development. Topics that require other information, including noise and air quality, have not been reviewed as they lie outside the remit of HDM.