

LINCOLNSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: South Kesteven District Council

Application number: S23/0689

Application Type: Full

Proposal: Installation of a solar farm comprising ground mounted solar photovoltaic panels with a generating capacity of up to 30 megawatts (MW), including mounting system, inverters, underground cabling, stock proof fencing, CCTV, internal access track, electrical substation and associated infrastructure for a temporary period of 40 years

Location: Land Off Green Lane, Gonerby Moor, Grantham, NG32 2AD

Response Date: 24 May 2023

This report includes the Substantive response of the Local Highway and Lead Local Flood Authority to a planning consultation received under the Development Management Order and includes details of any planning conditions or informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement.

General Information and Advice

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

Please note that although the Definitive Map and Statement proves the existence of any recorded rights of way, there may be further or higher rights that are not shown on this document that the County Council is not currently aware of. This would be especially relevant where the public has had informal access to the site or where there are references

to routes across this in maps or other historic documents. As the County Council has received no application to recognise further rights of way affecting the site, no more informed guidance can be offered at this stage.

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Highway and Lead Local Flood Authority Report

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

Recommendation:

Recommends approval subject to conditions

Comments:

Highways

This proposal is for a 30MW solar farm located at Green Lane, Gonerby Moor. A Construction Method Statement (CMS) has been submitted, which is acceptable and the development needs to be constructed in accordance with this.

The CMS states that the development will be constructed over a 9 month period. Vehicles will be routed from the A1 via Toll Bar Road and Green Lane to the 2 site accesses. These are existing farm accesses to the fields north and south of Green Lane about 1 mile from the A1.

These farm accesses will need to be upgraded to industrial specification to accommodate HGVs turning in and out and the Section 184 informative below provides details of the process to obtain LCC approval for this.

During the 9 month construction period, the development will generate on average 8 HGV 2-way movements per day. Green Lane is limited to 7.5T except for access and it is not wide enough for 2 way HGV movements. However, given the low daily numbers it is unlikely that opposing vehicles would meet on this short section of Green Lane between Toll Bar Road and the site access. In addition, as it is close to the site it is expected that the delivery schedule would be actively managed, by holding the exiting HGV within site if a delivery arrival is expected in the next few minutes.

A separate breakdown for construction workers has not been provided although the document states that the peak number of personnel is likely to be 50 staff. The number of commuter trips in the peak hours generated by this number of staff and the daily HGV movements would not have an unacceptable impact on the local highway network.

The above comments relate to Green Lane and Toll Bar Road, the junction of Toll Bar Road with the A1 is not considered as it is National Highways. But we note that National Highways has advised that this proposal would have negligible impact on the Strategic Road Network.

The construction period would be the worst case for highways impact, once the solar farm is operational there will be a few vehicles (vans/cars) per week for ongoing maintenance.

The proposed development affects Marston Public Bridleway No 1023 and the CMS states that necessary approvals will be obtained from LCC for construction works affecting the PROW. This will be essential to ensure that the impact on the PROW is acceptable to LCC.

Flood Risk and Drainage

Solar farms do not significantly affect the surface water flood risk because the rainwater runs off the panels and onto the ground similar to the existing situation. There is a small increase in impermeable area due to some associated hardware (approximately 1000 sq m) and the FRA provides a concept scheme to control the run-off and direct it to swales around the perimeter of the site for infiltration as existing. The concept proposals are in line with SUDs principles and would not increase surface water flood risk. The detail of the proposals will need to be approved and this is covered by condition below.

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

Highway Condition 33

The permitted development shall be undertaken in accordance with a surface water drainage scheme which shall first have been approved in writing by the Local Planning Authority.

The scheme shall:

- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
- provide flood exceedance routing for storm event greater than 1 in 100 year;
- provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
- provide attenuation details and discharge rates which shall be restricted to greenfield rate;
- provide details of the timetable for and any phasing of implementation for the drainage scheme; and
- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

No part of the development shall be occupied until the approved scheme has been completed or provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development.

Informatives

Highway Informative 02

In accordance with Section 59 of the Highways Act 1980, please be considerate of causing damage to the existing highway during construction and implement mitigation measures as necessary. Should extraordinary expenses be incurred by the Highway Authority in maintaining the highway by reason of damage caused by construction traffic, the Highway Authority may seek to recover these expenses from the developer.

Highway Informative 03

The permitted development requires the formation of a new/amended vehicular access. These works will require approval from the Highway Authority in accordance with Section 184 of the Highways Act. Any traffic management required to undertake works within the highway will be subject to agreement. The access must be constructed in accordance with a current specification issued by the Highway Authority. Any requirement to relocate existing apparatus, underground services, or street furniture because of the installation of an access will be the responsibility, and cost, of the applicant and must be agreed prior to a vehicle access application. The application form, costs and guidance documentation can be found on our website, accessible via the following link:

<https://www.lincolnshire.gov.uk/licences-permits/apply-dropped-kerb>.

Officer's Name: Ian Field

Officer's Title: Growth Manager (Special Projects)

Date: 31 May 2023