

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

District: South Kesteven District Council

Application number: S23/1934

Application Type: Full

Proposal: Installation of solar farm comprising ground mounted solar photovoltaic panels, 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 (Revised submission of S23/0689)

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

Response Date: 15 November 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

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:

No Objections

Having given due regard to the appropriate local and national planning policy guidance (in particular the National Planning Policy Framework), Lincolnshire County Council (as Highway Authority and Lead Local Flood Authority) has concluded that the proposed development would not be expected to have an unacceptable impact upon highway safety or a severe residual cumulative impact upon the local highway network or increase surface water flood risk and therefore does not wish to object to this planning application.

Comments:

The application proposals are a resubmission of S23/0689. The key difference, in highway terms, is a reduction in area developed with solar panels and a reduction in power generation from 30 to 23 Megawatts. All other aspects such as routing and access remain unchanged.

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.

Informatives

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 the Highway Authority's website, accessible via the following link: <https://www.lincolnshire.gov.uk/licences-permits/apply-dropped-kerb>.

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.

Officer's Name: Sarah Heslam

Officer's Title: Principal Development Management Officer

Date: 15 November 2023



Lincolnshire
FIRE & RESCUE

Chief Fire Officer: Mark Baxter

Fire and Police Headquarters
Deepdale Lane
Nettleham
Lincoln
LN2 2LT

Tel: (01522) 582222

Battery Energy Storage System (BESS) Requirements

Lincolnshire Fire and Rescue (LFR) recognises the use of batteries (including lithium-ion) as Energy Storage Systems (ESS) is a new and emerging practice in the global renewable energy sector. As with all new and emerging practices within UK industry the Service would like to work with the developers to better understand any risks that may be posed and develop strategies and procedures to mitigate these risks

We will work and engage with the developer as the project evolves, to ensure it complies with the statutory responsibilities that we enforce.

The developer should produce a risk reduction strategy (Regulation 38 of the Building Regulations) as the responsible person for the scheme as stated in the Regulatory Reform (Fire Safety) Order 2005. We would also expect that safety measures and risk mitigation is developed in collaboration with LFR.

The strategy should cover the construction, operational and decommissioning phases of the project. During the construction phase the number of daily vehicle movements in the local area will significantly increase. The Service will want to view the transport strategy to minimise this impact and prevent an increase in the number of potential road traffic incidents. Any development should not negatively impact on the Service's ability to respond to an incident in the local area.

LFR works within the guidance of the National Fire Chief's Council (NFCC) who have been working with several government departments to ensure that fire and rescue services are made aware of any new proposals. NFCC have created a guidance document (link below) that constitutes LFR's requirements for new BESS development proposals.



NFCC Guidance for
BESS proposals.htm

Following the work of NFCC, the Department for Levelling Up, Housing and Communities (DLUHC) has revised its Planning Policy Guidance to include reference to BESS. The guidance is available here: [Renewable and low carbon energy - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/renewable-and-low-carbon-energy)

LFR are aware that large scale BESS is a fairly new technology, and as such risks may or may not be captured in current guidance in pursuance of the Building Regulations (as amended) and the Regulatory Reform (Fire Safety) Order 2005. This will highlight challenges the FRS have when responding to Building Regulations consultations. For this reason, we strongly recommend applying the National Fire Protection Association (NFPA) 855 Standard for the Installation of Stationary Energy Storage Systems.



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