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

District: South Holland District Council
Application number: H16-0871-24
Application Type: Full
Proposal: Change of use of agricultural land and development for Solar array of up to 1.64 MWp and associated infrastructure including connection to Pilgrim's Pride Factory adjacent north
Location: Land adj Pilgrim's Pride Limited, Fulney Lane, North Spalding

Response Date: 4 December 2024

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: Approve with condition

The Site is located on the edge of the urban extent of Spalding town, it has excellent links to the local road network. The A16 lies to the east of the proposed development site and provided the main road link in a north/south axis. The A151 lies to the north of the Site and provides east/west links. These roads are suitable for HGVs and currently serves economic and industrial areas including the existing factory adjacent to the Site. Fulney Land North provides access to the Site from the A151. This road currently serves large industrial units and is an established route for HGVs 200m from the junction with the A151. The road has a barrier-controlled entry and is subject to 10mph speed limit including speedbumps and uncontrolled pedestrian crossing points. Access to the Site will be taken from the southern extent of Fulney Lane North to the south of the Pilgrim's Pride factory and on the northern boundary of the Site. No new junctions from the public road network will be required. There are no specific routes that need to be avoided as part of the construction stage of the proposed development and the identified routes are all currently used by HGVs. A construction compound will be located close to the Site access point and the existing factory hardstanding. This will provide sufficient space for staff welfare, parking and material unloading, loading and storage. The Site ownership boundary is approximately 9.3 hectares (ha) overall with 5.4 ha of this land initially identified as being feasible for solar development. The solar array is proposed on 2.6 ha of this identified area, with additional land within the grounds of the factory (north) being available for access from the public highway, and the electrical connection to the Pilgrim factory.

The Development will be largely autonomous in nature and vehicle trip generation during the operational stage is therefore expected to be negligeable. Most of the generated traffic will therefore be during construction and decommission of the Site. The Site may be accessed safely by walking, cycle and public transport. However, due to the nature of the Development most trips to Site are expected to be by private transport means. There are expected to be a total of 4,740 vehicle trips over the course of the 6-month construction period, with a peak of 790 vehicle trips per month. This includes all staff vehicle trips and deliveries. This equates to approximately 198 per week, or 33 per day over a six-day week. All materials can all be brought to site using standard sized HGVs. Other vehicles which will travel to site during the construction phase will include small and medium delivery vans, cars, and small work vans. Excavators, dumper trucks, telehandlers and Mobile Elevating Work Platforms will be used for construction purposes and will typically remain on Site until each construction stage is complete. Staff will be expected to arrive on site by 07:00 and will typically depart between 15:00 and 18:00. The arrival and departure of workers is unlikely to coincide with 'traditional' network AM and PM peak periods. Given the expected level of traffic generation, it is not anticipated that the development will create additional congestion or delay on the strategic or local road network and there will not be any significant impacts on road links or junctions.

The Transport Statement has considered the access strategy for the development as well as the suitability of the road network around the site to serve the development. The impact of the proposed solar farm on the transport network has been considered and mitigation proposed in the form of a Construction Stage Traffic Management Plan (CTMP).

The most recent available data from the CrashMap website has been used to establish the number of road traffic accidents that have occurred in the past five years (2018-2022) in the vicinity of the site. There have been 21 accidents on the A16, A151 and Fulney Lane North surrounding the site. Based upon the above, there has only been one slight accident on Fulney Lane North and that was in the northern section out with the industrial area. There have been several (mostly slight) accidents on the A16 and A151 but the accident history is fairly typical of busy "A" roads of this nature. There do not appear to be any accident issues that require special consideration as part of the application, providing that construction traffic is suitably managed. Proposed construction traffic management measures have been provided.

The Glint and Glare Study has considered ground-based receptors within 1 km of the Site. In terms of road users, the Study indicates that of possible road receptors there will be low impact on a 300 m section of the A16, a 100 m section of the B1173 and the 600 m section of Halmer Gate. Views of reflecting panels will be outside a road user's primary field of view and mitigation is not recommended for this level of impact. Given the orientation of the panels and the existing and proposed landscape screening, the Development will not give rise to significant impacts in terms of glint and glare. As such, the Development complies with the requirements of SELLP Policies 2, 3 and 31 regarding glint and glare.

As Lead Local Flood Authority, Lincolnshire County Council is required to provide a statutory planning consultation response with regard to Drainage on all Major Applications.

The EA Flood Map for Planning shows that the Site is entirely located in Flood Zone 3a, as is much of the wider area, and in an area classed as having a reduction in risk of flooding from rivers and sea due to the presence of flood defences. The EA historic flood outline dataset indicates that the Site has not previously flooded. The FRA found that the Site was not at significant risk of flooding from surface water, ground water or reservoir sources. The only identified mechanisms for flooding at the Site were found to be extreme tidal surge causing tidal locking and fluvial breach. Both scenarios are considered unlikely and present a residual risk to the Development.

The risk of surface water flooding at the Site is low and measures such as maintenance of native grassland throughout the site will provide an improvement in terms of overland flow and infiltration compared with the existing situation. The establishment of grassland beneath the panels will be beneficial in terms of vegetation cover and soil stabilisation, as the land will not be tilled. The Site is primarily drained by existing man-made ditches with water being transferred slowly to the wider hydrological system, there are no changes to this system proposed as part of the Development. Control of run-off from the PV Arrays will be implemented through the land management techniques based upon RSuDS methods that will be implemented before the construction phase, in accordance with the EA's guidance.

The Site is in agricultural use. As such, the baseline scenario will not generate substantial surface water run-off rates, and the risk of pluvial flooding is Negligible. British Geological Survey records indicate that groundwater was struck within a borehole9, approximately 25 m

north of the Site at a depth of 3.5 m and rising to 2.8 m below ground level, while other logs show water struck at 4.8 m depth. At these depths it is unlikely that the Development, particularly the PV racking system will interact with groundwater. Once rainfall has fallen off a PV Array, the water will be able to spread and flow along the ground under the PV Arrays evenly into the rain-shadow of the row below, to mobilise the same percentage of the ground for infiltration as was available prior to the installation of PV Arrays. Additionally, the PV array tables will have regular rainwater gaps to prevent water being concentrated along a single drip line. As such, rainfall landing on the solar panels will drain through rainwater gaps and infiltrate into the ground beneath and between each row of panels. Parts of the site are at risk of surface water flooding for 1:1000-year events only. Therefore the Lead Local Flood Authority does not consider that this proposal would increase flood risk in the immediate vicinity of the site.

Highway Condition 00

The development hereby permitted shall be undertaken in accordance with a Construction Management Plan and Method Statement that shall first be approved in writing by the Local Planning Authority. The Plan and Statement shall indicate measures to mitigate the adverse impacts of vehicle activity and the means to manage the drainage of the site during the construction stage of the permitted development. It shall include;

- the phasing of the development to include access construction;
- the on-site parking of all vehicles of site operatives and visitors;
- the on-site loading and unloading of all plant and materials;
- the on-site storage of all plant and materials used in constructing the development;
- wheel washing facilities;
- the routes of construction traffic to and from the site including any off-site routes for the disposal of excavated material and;
- strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (temporary or permanent) connect to an outfall (temporary or permanent) during construction.

Reason: In the interests of the safety and free passage of those using the adjacent public highway and to ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development during construction.

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: Dean Whitehead
Officer's Title: Senior Development Management Officer
Date: 4 December 2024