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

District: North Kesteven District Council
Application number: 24/1265/FUL
Application Type: Full
Proposal: Erection of 99MW Battery Energy Storage System (BESS) and associated infrastructure
Location: Land lying to the south of Little Hale Drove, Little Hale Fen, Sleaford

Response Date: 26 February 2025

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 objection subject to:

- **Planning Conditions** as detailed below.

Comments:

The proposed BESS is to be installed on existing agricultural land to the south of Little Hale Drove in Sleaford within the North Kesteven district of Lincolnshire. The site is bound on all sides by agricultural land with an existing access track providing access to Little Hale Drove to the north.

The delivery and construction/installation period of the proposed BESS is expected to take place over a 12-14 month period.

Vehicular access to the site is to be provided via the existing access track that connects with Little Hale Drove to the north and is currently utilised to access several agricultural fields, including the application site. The access is expected to be utilised during the construction, installation, and maintenance periods.

Vehicle parking for site workers during all stages of construction and operation will be accommodated on-site with no vehicles allowed to park or wait on the adjoining highway network during any stage of the development.

The likely constraints relating to the routeing of Heavy Goods Vehicles (HGVs) associated with the construction of the site have been considered, with the proposed routeing for all large construction vehicles accessing/egressing the site during the construction phase outlined below. All large vehicles would be expected to utilise this route. Vehicles arriving at the site are advised to arrive via the following route: • A17 – B1394 –Fen Road (HGV access only) – Little Hale Drove.

A maximum of 12 two-way daily HGV movements (6 HGVs) are expected to be generated during the construction period. It is expected that the maximum number of construction staff on-site will vary subject to the construction schedule, with a maximum of 14 staff expected to be working on site at any one time. Staff trips will be made by cars, minibuses or vans/small LGVs. Staff vehicle movements would typically occur at the start and end of the working day and generally not coincide with the movement of large construction vehicles.

There is no precise definition of "severe" with regards to NPPF Paragraph 115, which advises that "Development should only be prevented or refused on highways grounds if there would be

an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." Planning Inspector's decisions regarding severity are specific to the locations of each proposal, but have common considerations:

- *The highway network is over-capacity, usually for period extending beyond the peak hours*
- *The level of provision of alternative transport modes*
- *Whether the level of queuing on the network causes safety issues*

In view of these criteria, the Highways and Lead Local Flood Authority does not consider that this proposal would result in a severe impact with regard to NPPF.

Flood Risk and Drainage

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 Lead Local Flood Authority does not consider that this proposal would increase flood risk in the immediate vicinity of the site.

Off-Site Improvements

The Applicant is required to provide the appropriate mitigation, to accommodate the proposed construction traffic. A scheme of passing places/carriageway and junction improvements are proposed, which will be installed prior to construction.

Planning Conditions:

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

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.

HP00

Prior to the commencement of the development hereby approved, a pre-construction condition survey of the highway network between the A17 at Heckington and the Application site shall be undertaken. The survey shall identify and record, by use of a combination of a written report, still and moving photographic images, the condition of all parts of the route prior to the commencement of construction. The Applicant shall, after the completion of the permitted development, reinstate to the satisfaction of the District Planning Authority, any damage that may be identified, by reference to the pre-construction condition survey, as being attributable to the construction of the permitted development and shall undertake, within an agreed timescale, the repair of any damage that may be caused to the highway network by construction traffic or delivery vehicles during the construction period.

Reason: In the interests of the safety and convenience of other road users.

Highway Condition 21

No part of the development hereby permitted shall be commenced before the works to improve the public highway (by means of passing places, junction improvements and carriageway widening as submitted on the amended plans) have been certified complete by the Local Planning Authority.

Reason: To ensure the provision of safe and adequate means of access to the permitted development.

Informatives

Highway Informative 07

The highway improvement works referred to in the above condition are required to be carried out by means of a legal agreement between the landowner and the County Council, as the Local Highway Authority.

For further guidance please visit our website; www.lincolnshire.gov.uk/highways-planning/works-existing-highway

Highway Informative 08

Please contact the Lincolnshire County Council Streetworks and Permitting Team on 01522 782070 to discuss any proposed statutory utility connections, Section 50 licences and any other works which will be required within the public highway in association with the development permitted under this Consent. This will enable Lincolnshire County Council to assist in the coordination and timings of these works. For further guidance please visit the Highway

Authority's website via the following link: Traffic Management - https://www.lincolnshire.gov.uk/traffic-management

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: 26 February 2025

Lincolnshire
FIRE & RESCUE

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15.11.2024

Ref: 24/1265/FUL Little Hale Solar Farm

Little Hale Solar Farm
Land South of Little Hale Drove,
Little Hale Fen,
SLEAFORD
NG34 9BG

To Who it May Concern,

TOWN AND COUNTRY PLANNING ACT 1990
PLANNING CONSULTATION – NOTES FROM THE FIRE AND RESCUE AUTHORITY

In order to be successful in firefighting, adequate access to buildings for fire appliances and immediate access to adequate supplies of water, must be provided. The access to, and proximity of, those water supplies directly affects the resources that Fire and Rescue Authorities need to provide in protecting and mitigating their communities from the effects of fire.

Please find below a list of Lincolnshire Fire and Rescue Authority requirements relating to access for fire appliances and firefighting water supplies.

ACCESS

1. Access to buildings for fire appliances and fire fighters must meet with the requirements specified in Building Regulations 2010 Part B5. For small buildings (up to 2000m², with a top occupied storey that is a maximum of 11m above ground level), vehicle access for a pump appliance should be provided to whichever is the less onerous of the following:

   a. 15% of the perimeter.
   b. Within 45m of every point of the footprint of the building

   For all other buildings, provide vehicle access in accordance with Table 15.1 of Approved Document. These requirements may be satisfied with other equivalent standards relating to access for firefighting.

Lincolnshire Fire and Rescue requires a minimum carrying capacity for hard standing for pumping appliances of 18 tonnes, not 12.5 tonnes as detailed in the Building Regulations 2000 part B5.

2. If it is not possible to provide access to the proposed development in accordance with the guidance details within Part B5 of Approved Document B, as compensation, Lincolnshire Fire and Rescue may accept the provision, at the developer's expense, of an automatic sprinkler system, designed, fitted and maintained in accordance with the relevant sections of BS5306/BSEN12845:2004.

   Should this option be considered, our Fire Safety advisers must be provided with detailed plans of the proposed sprinkler installation. Any scheme proposed should not be of a lesser standard than any provision as may be required by the Building Regulations.

WATER SUPPLIES

3. A building requires additional fire hydrants if both of the following apply.

   a. It has a compartment with an area more than 280m2.
   b. It is being erected more than 100m from an existing fire hydrant.

   If additional hydrants are required, these should be provided in accordance with the following:

   a. For buildings provided with fire mains – within 90m of dry fire main inlets.
   b. For buildings not provided with fire mains – hydrants should be both of the following:
   i. Within 90m of an entrance to the building.
   ii. A maximum of 90m apart.

   **All fire hydrants should conform to BS750-2012 Each fire hydrant should be clearly indicated by a plate, fixed nearby in a conspicuous position, in accordance with BS 3251.*
   Guidance on aspects of provision and siting of private fire hydrants is given in BS 9990. Fire hydrant acceptance testing will be carried out by a Hydrant Inspector on completion and a standard hydrant marker "H" plate will be fitted nearby. Following adoption the Fire Service will be responsible for the ongoing maintenance and repairs for the lifetime of the fire hydrant.

4. Where at the time, it is not possible to determine the number of fire hydrants required for firefighting purposes, the requirement should be determined at the water planning stage when site plans have been submitted by the water companies.

5. Where no piped water supply is available, or there is insufficient pressure and flow in the water main, or an alternative arrangement is proposed, the alternative source of supply should be provided in accordance with the following recommendations

a. a charged static water tank of at least 45,000 litres capacity; or
b. a spring, river, canal or pond capable of providing or storing at least 45,000 litres of water at all times of the year, to which access, space and a hard standing are available for a pumping appliance; or
c. any other means of providing a water supply for firefighting operations considered appropriate by the fire and rescue authority.

ENVIRONMENTAL

6. Bulk storage of highly flammable/explosive/water reactive/toxic substances and any site whereas large scale recycling activities are proposed will need to be specifically consulted with Fire Authority to ensure that the full operational impact, should a fire occur, is assessed and that an adequate provision is recommended.

7. There are a number of methods available, through which the fire water runoff problem can be addressed, the most obvious being to use a fire suppression system to contain a fire, thus not requiring large volumes of water and containment measures, such as bund walls or drainage systems with lagoons, interceptors, reed beds or treatment plants. It is not for the fire service to stipulate which approach to take, simply to ensure that suitable measures are made a condition of planning approval through a firefighting water run-off strategy.

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 Grid Scale BESS planning – Guidance for FRS (nfcc.org.uk)

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)

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.

Failure to comply with the above requirements at planning stage can seriously compromise firefighting operations resulting in unnecessary risk to life, loss of property and unnecessary damage to the environment.

Should you wish to discuss adequacy of access or water supplies to your proposed development, please contact the Community Fire Protection department on 01522 553868.

Yours faithfully

Nick Morris

Station Manager Prevention & Protection
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Lincolnshire County Council
Fire & Police Headquarters Deepdale Lane Nettleham