

HIGHWAY AND LEAD LOCAL FLOOD AUTHORITY RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: South Holland District Council

Application number: H09-0306-26

Application Type: Major – full

Proposal: Erection of ground mounted solar array & associated works

Location: Bakkavor, Sluice Road, Holbeach St Marks, Spalding, PE12 8HF

Response Date: 30 April 2026

Response by: Samantha Legg

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.

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:

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.

Introduction/Site Location

Erection of ground mounted solar array & associated works just north of the existing factory site forming part of a large parcel of land between Middle Marsh Road and the Bakkavor site.

Site Layout

Access to the site is via the existing HGV route through the Bakkavor site and the layout consists of an array of solar panels. Swept paths demonstrate that the site can be accessed satisfactorily and there is sufficient space within the site/construction compound to accommodate waiting vehicles to ensure that no vehicles would have to wait on the surrounding highway network.

Existing Conditions

The access to the site is established and of good construction. The roads that lead to the site are in a good state of repair.

Highway safety

There are 6 recorded personal injury accidents from 2020-2024 – 4 slight and 2 serious. They are all spread out over the length of Redcow Drove and the A17 with no pattern and not involving HGV's. There is not a highway safety issue in the vicinity.

Highway capacity

The existing Bakkavor site produces approximately 35-50 HGV deliveries per day which equates to approximately 70-100 two-way movements per day. The construction period will last 4-6 months and will vary day to day in respect of vehicle movements – maximum of approximately 6-10 two-way HGV movements per day but there will also be days when there will be no HGV movements once all the solar panels and frames have been delivered to site. The movements will merge into the existing HGV movements but will be managed in accordance with the Approved Construction Management Plan – booking system. This will ensure that deliveries are spread across the weekly delivery schedule so as not to cause any disruption to the highway network.

There is no precise definition of "severe" with regards to NPPF Paragraph 116, 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

The site is in Flood zone 3, the majority of the site is not at risk from surface water flooding – there is a small parcel south of the site ranging from low to high. Electrical equipment will not be located in this area. The solar panels will be above ground level and will be located in the low-risk areas raised to 300mm above ground level.

The proposal will not increase flood risk elsewhere as the proposal will mimic the existing condition of the site with the potential to offer a reduction with proposed swales located around the perimeter of the site. The vegetation cover maintained in the areas around the solar panels and field margins throughout the lifetime of the development will minimise the risk of soil erosion and reduce runoff rates.

Officer's Name: Samantha Legg

Officer's Title: Principal Development Management Officer

Date: 30 April 2026