

Gunthorpe Road Solar Farm
Highway Condition Survey

Enso Green Holdings R Limited
June 2026

Prepared for:

Enso Green Holdings R Limited
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London
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Highway Condition Survey
June 2026

E245-DOC02 Highway Condition Survey.docx

Prepared by:

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1. INTRODUCTION

1.1. This Highway Condition Survey has been prepared by PFA Consulting in order to discharge Condition 4 of planning application (Ref: H18-0922-25) for Gunthorpe Road Solar Farm regarding 'installation of access track and associated development – approved under H18-0085-25'. The application was granted planning permission on 24 November 2025, with condition 4 stating:

> **"Prior to the commencement of any part of the development hereby permitted, the condition of East Bank from the A17 to the site shall be recorded by written notes, still and moving photographic images during an inspection that shall be undertaken by the Applicants' representatives in the company of an officer of the Local Highway Authority. Those public roads shall be maintained, at the cost of the Applicants, in a safe and suitable condition throughout the construction phase of the permitted development and shall be reinstated to no less than the standard of their pre-commencement condition following completion of the construction phase."**
>
> **Reason: In the interests of safety of the users of the public highway and to ensure any damage caused to the public highway is remedied at the applicant's expense."**

1.2. The proposed route to the construction access from the A17 is along East Bank as shown in the Construction Traffic Management Plan and Method Statement, by Transport Planning Associates, dated September 2025.

1.3. The survey extent has been agreed with relevant Lincolnshire Council (LCC) officer(s), the Local Highway Authority, as set out in emails attached as **Appendix A**. It includes the road known as the East Bank, located at a minor junction with the A17 immediately east of Sutton Bridge and the River Nene for a length of circa 3km southwards to the proposed site access located at the corner where the carriageway connects to Gunthorpe Road, which routes east towards the village of Walpole Marsh. **Figure 1.1** shows the location of the site and the route surveyed.

1.4. As specified in the wording of the condition, a date for the Highway Condition Survey was agreed with LCC, and for an officer from LCC to be in attendance. It was carried out from approximately 11:00am on Wednesday, 20 May 2026.

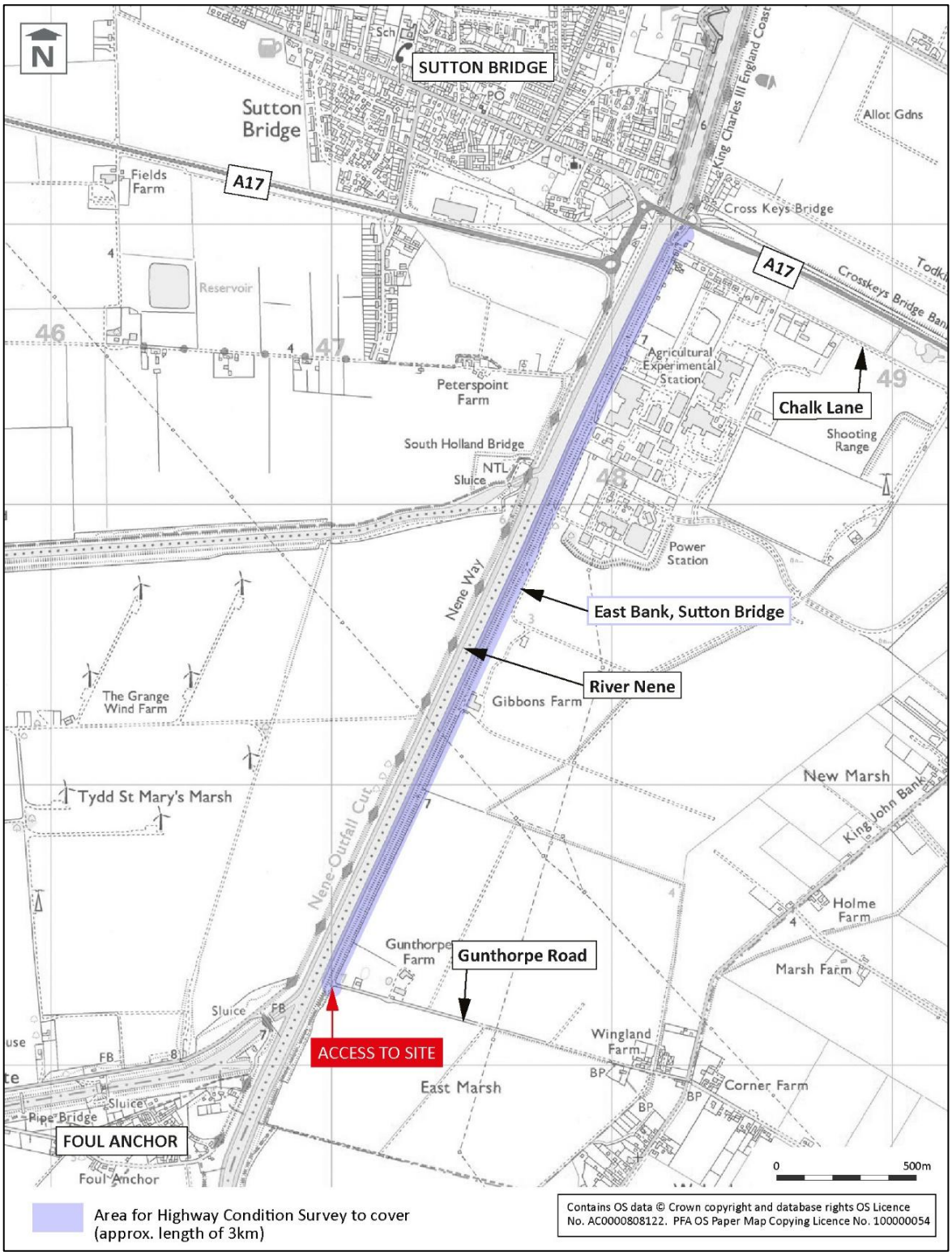


Figure 1.1: Site Location Plan

2. SURVEY METHODOLOGY

2.1. The survey extent covered approximately 3.0km along East Bank starting at 0.0m chainage, at the northern extent of the highway condition survey by the junction with the A17.

2.2. Video footage covering the full width of the carriageway and highway verge was taken of the route by Lincolnshire County Council (LCC) using their Vaisala device utilising RoadAI technology, with PFA in attendance and a separate video by PFA Consulting. PFA Consulting and LCC have a copy of the LCC footage. This can be provided by file transfer to the Local Planning Authority if required.

2.3. Additional photographs of specific serious defects, where present, were taken at a 'close-up' view and are included in Chapter 3 to provide detail and observation of specific carriageway defects.

2.4. Standard terms have been used to describe the identified carriageway defects. Brief definitions of these terms are provided in **Table 2.1** below.

Table 2.1: Glossary of Defects

Defect	Definition
Alligator cracking	Interconnected cracking of the surface with a pattern resembling alligator skin, which is usually symptomatic of structural failure
Cracking	A linear opening in the road surface caused by movement of the road pavement or by loss of material at the road surface, possibly at a joint in the surfacing
Erosion of the verge	Area of verge abutting the carriageway that is lower than the adjacent road surface
Fretting	An area of random cracking (or crazing) of the road surface leading to progressive loss of surfacing material and possibly the development of a pothole
Grounding	Where part of a passing vehicle comes into contact with the road surface and gouges out a channel in the road surface
Longitudinal cracking	Cracking that runs parallel to the direction of the road
Patch repair	Area of road surface that has been excavated and replaced with new material
Ponding	Standing water on or adjacent to the road surface that is prevented from draining away
Pothole	A hole in the road surface where the surfacing has been removed, completely exposing the unbound subbase below
Pothole ☐	A pothole which has been marked by the Highway Authority for repair
Ravelling	The separation of aggregate particles from the binder due to erosion
Rutting	Channels of depressions which follow the wheel tracks due to either structural or surface layer failure
Settling	Area where the road surface is settling (possibly as a result of failure of the road formation).
Transverse cracking	Cracks perpendicular to the pavement's centreline which can be due to reflective cracking from an underlying layer

3. GENERAL DESCRIPTION OF THE CONDITION OF THE ROADS

3.1. This section of the East Bank is a straight, single-carriageway, unlit, flat road, subject to National Speed Limit restrictions, and is associated with no white line markings along the majority of the route. As the road is rural in characteristics, it is associated with relatively low levels of vehicle flow, especially to the south of Chalk Lane, which adjoins the East Bank serving some industrial land and circa 40 dwellings approximately 90m south of the A17. Given this, existing vehicle flows to the south of Chalk Lane are expected to be low, mainly associated with the Burgess Farm Power Station and employment minor access, which is located approximately 700m south of the A17.

3.2. The video footage is summarised in **Table 3.1,** which shows a description of the road surface by chainage per 100m intervals, starting at chainage 0m at the A17/East Bank junction.

Table 3.1: Summary of Highway Condition Survey by approximate chainage (in metres)

Chainage	Comments
0m-100m	At chainage 0m, there is some fading of white lines at the A17/East Bank junction. At chainage 20m, there is a small pothole and cracking prior to the traffic sign denoting National Speed Limit. At chainage 70m there is evidence of some erosion on the verge and standing water by the gravel just prior to the informal access to residential dwellings. At chainage 75-100m, with a view of Chalk Lane junction, white give-way lines have almost completely faded. At chainage 90m and 100m, there is some cracking either side of the patch repair at the Chalk Lane junction.
100m-200m	At chainage 110m and chainage 145m, there are small sections of cracks/pothole on the northbound side of the carriageway. At chainage 190-220m there is a small section of alligator cracking/fretting on the southbound side of the carriageway. Across this section there are marks on the carriageway around some older previous large patch repairs.
200m-300m	As described above, there is instances of alligator cracking/fretting between chainage 200-220m. At chainage 280m there is a longitudinal crack on the northbound side of the carriageway. Between chainage 210m and 290m, the southbound side is darker tone than the rest of the carriageway.
300m-400m	At chainage 300m, there are some small surface cracking on the carriageway. At chainage 320-330m there is some cracking around previous patch repairs in the middle of the carriageway. During this section there remains some marks on the carriageway around some older previous large patch repairs.
400m-500m	At chainage 420m, there is an infill of a pothole and some cracking around it. At chainage 430m, there are some cracks in the middle of the carriageway. At chainage 470m, there is a crack at the junction with the informal side access on the southbound side.
500m-600m	At chainage 500m and 530m, there is some cracking on the northbound side of the carriageway. At chainage 560m, there is a small patch repair on the southbound side of the carriageway.
600m-700m	Between chainage 600-670m, there are limited obvious highway surface condition defects, with the exception of some minor cracks and slight tyre marks/rutting prior to the existing Burgess Farm accesses. At chainage 680-700m there are some alligator cracking and potholes around previous patch repairs in the middle of the carriageway outside the main Burgess Farm access. This access has faded white lines.

Chainage	Comments
700m-800m	At chainage 700m, the carriageway reduces from approximately 8.0m to 4.0m. At chainage 700-720m, next to the secondary access to Burgess Farm there are instances of surface cracks and fretting. At chainage 790m, there is a thin horizontal pane of smooth patch repair.
800-900m	At chainage 880m, there is a small instance of cracking/pothole infill.
900-1000m	At chainage 900m, there is a small longitudinal crack and a small perpendicular crack at chainage 910m.
1,000-1,100m	At chainage 1,010m, there is a slight pothole formation. At chainage 1,090m, by the side field access there is some minor cracking.
1,100-1,200m	There are no obvious highway surface condition defects in this section.
1,200-1,300m	At chainage 1,260m, there is minor surface fretting on southbound side next to verge and at chainage 1,270m there is small cracking in the middle of the carriageway.
1,300-1,400m	There is evidence of some erosion on the northbound verge opposite the informal field access at chainage 1,300m. At chainage 1,350m, there is some slight surface cracking in the middle of the carriageway. At chainage 1,390m, there is a small pothole on the northbound side.
1,400-1,500m	At chainage 1,490m, there is a slight pothole in the middle of the carriageway.
1,500-1,600m	At chainage 1,540m, there is some tyre marks/rutting. At chainage 1,560m, there is a small area of ravelling/patch repair on the northbound side.
1,600-1,700m	At chainage 1,640m, there are some small potholes and at 1,660m, there is some minor cracking in the middle of the carriageway.
1,700-1,800m	At chainage 1,700-1,750m, there is some small longitudinal cracking in the middle of the carriageway. At chainage 1,750-1,800m, there is a series of patch repairs on either side of the carriageway with some intermittent cracking.
1,800-1,900m	At chainage 1,810m, there is another couple of patch repairs and erosion of the verge on the southbound side next to the informal farm access.
1,900-2,000m	At chainage 1,910m, there is some cracking next to a patch repair on the northbound side. At chainage 1,980m, there is a small pothole on the northbound side, with a larger one at 1,990m, with some alligator cracking associated with these.
2,000m-2,100m	At chainage 2,000m, there is a small area of fretting and cracking next to a patch repair, similarly at 2,020m. There are some patch repairs at 2,050m intermittently with cracking to chainage 2,100m.
2,100m-2,200m	At chainage 2,130m, there is a small area of surface fretting and cracking next to a patch repair on either side of the carriageway, with some alligator cracking. Similarly at chainage 2,150m. At chainage 2,190m, there is similar areas of fretting and cracking next to a couple of patch repairs.
2,200m-2,300m	At chainage 2,200m, there are some small surface cracking. At chainage 2,230m, the carriageway is a different tone and is smooth to chainage 2,360m. At this transition at chainage 2,230m, there is some erosion of the banks on either side of the verge.
2,300m-2,400m	No issues to report until the carriageway returns to similar tone at chainage 2,360m. At chainage 2,360m, there is some surface cracking and at 2,365m chainage there is a patch repair on southbound side with some minor cracks on the northbound side. At chainage 2,370m, similarly there is some cracking and a series of patch repairs up to chainage 2,400m.
2,400m-2,500m	At chainage 2,430m, there is some minor surface fretting/potholes and cracking at patch repairs continuing intermittently to 2,500m.

Chainage	Comments
2,500m-2,600m	Similar to the previous section, there is instances of some ravelling by patch repairs between chainage 2,500-2,600m.
2,600m-2,700m	At chainage 2,600m, there is some cracking and a small pothole present. At chainage 2,660m, there is some erosion on the bank on the northbound side. At chainage 2,690m, there is some minor cracking associated with two patch repairs.
2,700m-2,800m	At chainage 2,710-2,740m, there is some small potholes, cracks and fretting of the surface. These are worsened at 2,740m associated with the patch repairs. At chainage 2,760m, there is some minor cracks and slight potholing. At chainage 2,780m, there is a pothole and some minor ravelling and cracking associated with a series of patch repairs. There is also some erosion on verge of the northbound side at chainage 2,780-2,790m.
2,800m-2,900m	At chainage 2,810m, there is some patch repairs and alligator cracking. At chainage 2,830m, there is some alligator cracking and minor ravelling associated with the patch repairs. At chainage 2,850-2,870m there is some minor surface cracking and potholes. There is some erosion on the northbound side verge between 2,870 and 2,900m, possibly caused by vehicles parking informally as per what was observed on site.
2,900m-3,000m	Between chainage 2,900-2,950m, there are small potholes on the carriageway and surface cracking. At chainage 2,970m, there is some cracking alongside irregular patch repairs near the bank on the northbound side which leads to the footpath. There is a recent patch repair on the inside of the corner on the southbound side. At chainage 2,980-3,000m, there are some limestone bricks along the inner radii of the carriageway around the corner leading to the connection with Gunthorpe Road. Between chainage 2,980-3,000m, minor surface cracks continue, with more patch repairs closer to the proposed site access on the bend, next to a gravelled area.

3.3. **Photograph 3.1 and 3.2** show the potholes at 1,980m and 1,990m chainage respectively.





Photograph 3.1 (left) and 3.2 (right)

3.4. **Photograph 3.3** shows alligator cracking and minor fretting next to a series of patch repairs described between chainage 2,600m and 2,700m.



Photograph 3.3

3.5. These photos, along with other stills from the survey footage, are included in a summary figure attached as **Appendix B**.

4. SUMMARY

4.1. The Highway Condition Survey of the East Bank between the A17 and the site access indicates that the majority of the stretch has no/limited issues to report. Across some of the road is some evidence of erosion at the sides, some alligator/longitudinal/perpendicular cracking and minor fretting present at times, and then some rutting caused by HGV movements up to the Burgess Farm access. There is evidence of some patchwork repairs along the route, and two potholes have been identified in the southern section of the route.

4.2. As Lincolnshire County Council were present at the Highway Condition Survey and carried out their own survey, they are aware of these and can monitor any changes in these potholes annually, which can assist on whether it becomes a priority to repair at a time before or after construction.

Appendices

Appendix A

Harry Pearce

From: MikeP Brown <[redacted]>
Sent: 19 May 2026 08:55
To: Harry Pearce
Cc: Carly Jeffrey; Richard Ashton
Subject: Re: E245 - Road Condition Survey (Condition 4) - Gunthorpe Road Solar Farm (Walpole 2).

Tomorrow would work, I'm in the north of the County first thing so a later start would be ideal, anytime from 10:30am?

From: Harry Pearce <[redacted]>
Sent: Tuesday, May 19, 2026 8:49 AM
To: MikeP Brown <[redacted]>
Cc: Carly Jeffrey <[redacted]>; Richard Ashton <[redacted]>
Subject: RE: E245 - Road Condition Survey (Condition 4) - Gunthorpe Road Solar Farm (Walpole 2).

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Dear Mike,

Thanks for your email yesterday afternoon. I see you've seen the plan showing the extent already but I attach a more detailed figure of the section of route in question.

Although that option would be convenient for us and the footage will be useful to have from your device instead of or alongside our own in unison with our own observation, we feel that we should still attend at the site given that we are commissioned and expected to do so for our client and considering the text in condition 4 for the applicants representatives in the company of an officer and condition recorded by written notes, video footage and still imagery of any specific defects.

Given this, we feel it best to schedule myself to do this tomorrow – and I wondered if you can make that?

I look forward to hearing from you on your thoughts in response.

Many thanks,

Harry Pearce *MSc*

Transport Planner

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T: [redacted] W: pfaconsulting.co.uk

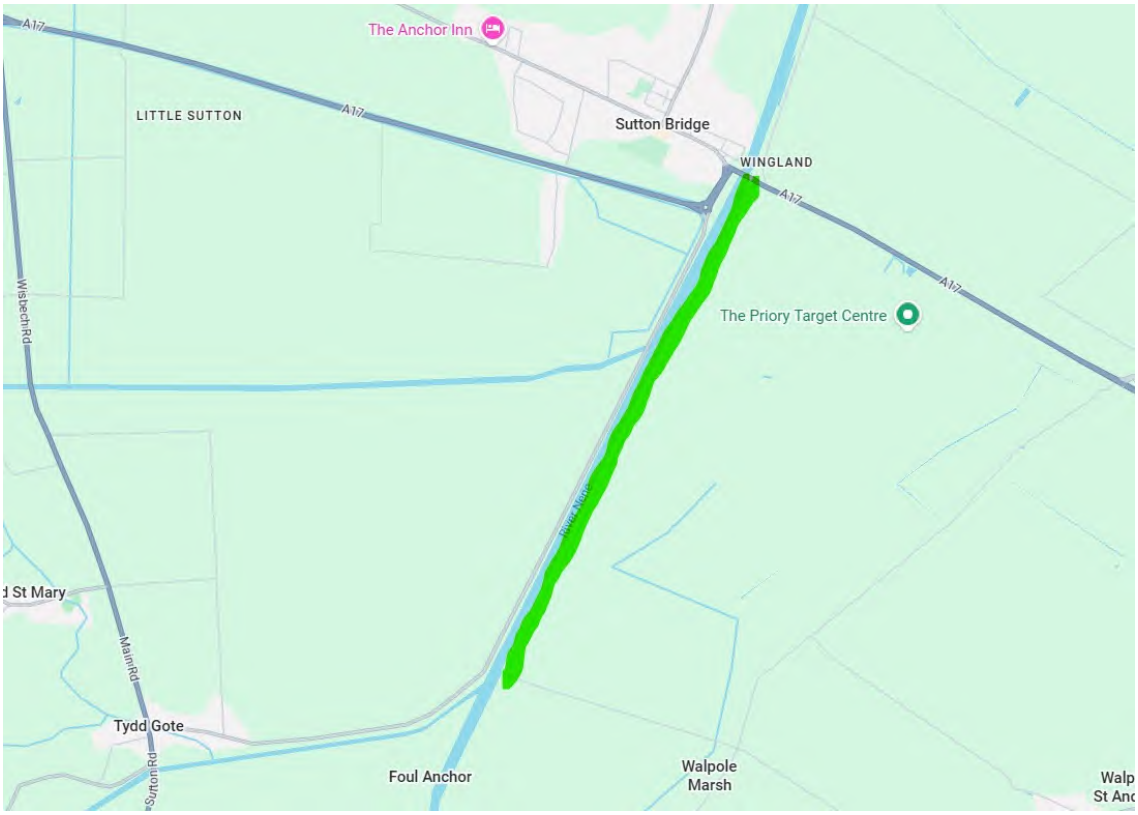
PFA Consulting Ltd

Company Registered in England 03871018.

Registered address as above.

From: MikeP Brown <[redacted]>
Sent: 18 May 2026 16:35
To: Colin Sumbler <[redacted]>; Harry Pearce <[redacted]>
Cc: Carly Jeffrey <[redacted]>; Richard Ashton <[redacted]>
Subject: Re: E245 - Road Condition Survey (Condition 4) - Gunthorpe Road Solar Farm (Walpole 2).

Apologies, I've just seen that there is a plan showing the extent already:



I've checked and the most recent footage we have is a year ago (almost to the day), so I will definitely get new video on Wednesday.

From: MikeP Brown <[redacted]>
Sent: Monday, May 18, 2026 3:28 PM
To: Colin Sumbler <[redacted]>; Harry Pearce <[redacted]>
Cc: Carly Jeffrey <[redacted]>; Richard Ashton <[redacted]>
Subject: Re: E245 - Road Condition Survey (Condition 4) - Gunthorpe Road Solar Farm (Walpole 2).

Good Afternoon Colin,

I was unable to reach you on the phone, I have a proposal to save you travelling unecessarily. I can record visala footage on Wednesday this week, and upload it. I should the be able to save the road section in question and save to an external site and send you the link.

If that doesn't work we can arrange for a visit, but I think for the purpose of a condition inspection it should be sufficient?

Also, could you confirm the entire route in question on a map?

Regards,

Mike Brown

Senior Highways Officer, South Division

Place Directorate

Lincolnshire County Council

County Offices, Newland, Lincoln, LN1 1YL

Telephone: [redacted]

Email: [redacted]
Teams: [redacted]
Website: www.lincolnshire.gov.uk

From: Colin Sumbler <[redacted]>
Sent: Monday, May 18, 2026 2:14 PM
To: Harry Pearce <[redacted]>; MikeP Brown <[redacted]>
Cc: Carly Jeffrey <[redacted]>; Richard Ashton <[redacted]>
Subject: RE: E245 - Road Condition Survey (Condition 4) - Gunthorpe Road Solar Farm (Walpole 2).

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Good afternoon, all.

@[redacted] – Could you please confirm your availability over the next couple of weeks to meet with Harry and carry out the survey?

The condition survey needs to be completed as soon as possible to avoid any delays to the construction programme.

Regards,

Colin Sumbler

Associate

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T: [redacted] M: [redacted] W: pfaconsulting.co.uk

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Registered address as above.

From: Harry Pearce <[redacted]>
Sent: 14 May 2026 10:53
To: [redacted] <[redacted]>
Cc: [redacted] <[redacted]>; [redacted] <[redacted]>; Colin Sumbler <[redacted]>
Subject: RE: E245 - Road Condition Survey (Condition 4) - Gunthorpe Road Solar Farm (Walpole 2).

Good morning Mike,

I am Colin Sumblers colleague at PFA Consulting and would be meeting you on site to carry out the highway condition survey. As for dates, I am available any weekday next week and thereafter, and would need to be a suitable time e.g. 11:30am or later for me given the journey time from Swindon (expected to be 3hr 30 mins-4hr 30 mins). Please suggest what works for you.

In addition, you mentioned the option to record footage on your Vaisala device, can you elaborate on your setup, how it works and what it can record, as this would likely be better quality and more preferable to use than the footage I can get from a gopro mount from my car.

I look forward to hearing from you so that we can get these scheduled in.

Many thanks,

Harry Pearce *MSc*

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T: [redacted] W: pfaconsulting.co.uk

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Registered address as above.

From: Carly Jeffrey <[redacted]>
Sent: 13 May 2026 17:04
To: Colin Sumbler <[redacted]>; Richard Ashton <[redacted]>; Harry Pearce <[redacted]>; MikeP Brown

<[redacted]>
Subject: Re: E245 - Road Condition Survey (Condition 4) - Gunthorpe Road Solar Farm (Walpole 2).

Hi,

Yes Mike will be able to meet you out there to look at the site and do some recording of the carriageway Do you have any available dates to suggest Colin?

@[redacted] please can you liaise with Colin.

Cheers

Carly

From: Colin Sumbler <[redacted]>
Sent: Tuesday, May 12, 2026 10:34
To: Carly Jeffrey <[redacted]>; Richard Ashton <[redacted]>; Harry Pearce <[redacted]>; MikeP Brown <[redacted]>
Subject: RE: E245 - Road Condition Survey (Condition 4) - Gunthorpe Road Solar Farm (Walpole 2).

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Good morning, Carly/Mike/Richard.

Are you able to confirm a suitable date to undertake the survey?

Regards,

Colin Sumbler

Associate

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T: [redacted] M: [redacted] W: pfaconsulting.co.uk

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Registered address as above.

From: Carly Jeffrey <[redacted]>
Sent: 23 April 2026 13:49
To: Colin Sumbler <[redacted]>; Richard Ashton <[redacted]>; Harry Pearce <[redacted]>; MikeP Brown <[redacted]>
Subject: Re: E245 - Road Condition Survey (Condition 4) - Gunthorpe Road Solar Farm (Walpole 2).

Good morning Colin,

We can arrange for a site visit for this however I am unsure of those days that we could do.

@[redacted] are you able to meet to do some record footage of the road on our Vaisala device and meet Mr Sumbler?

Kind regards,

Carly

From: Colin Sumbler <[redacted]>
Sent: 22 April 2026 10:22
To: Richard Ashton <[redacted]>; Carly Jeffrey <[redacted]>; Harry Pearce <[redacted]>
Subject: RE: E245 - Road Condition Survey (Condition 4) - Gunthorpe Road Solar Farm (Walpole 2).

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Good morning, Carly.

We would appreciate it if you could let us know your availability over the next few weeks to attend the site for the road condition survey. My colleague, @Harry Pearce, will be undertaking the survey works and generally has good availability; however, please note that he will be unavailable on Friday, 1st May and Tuesday, 5th May.

Regards,

Colin Sumbler

Associate

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T: [redacted] M: [redacted] W: pfaconsulting.co.uk

Company Registered in England 03871018.

Registered address as above.

From: Richard Ashton <[redacted]>
Sent: 22 April 2026 09:19
To: Carly Jeffrey <[redacted]>
Cc: Colin Sumbler <[redacted]>
Subject: FW: E245 - Road Condition Survey (Condition 4) - Gunthorpe Road Solar Farm (Walpole 2).

Carly,

Can you help with this?

Cheers,

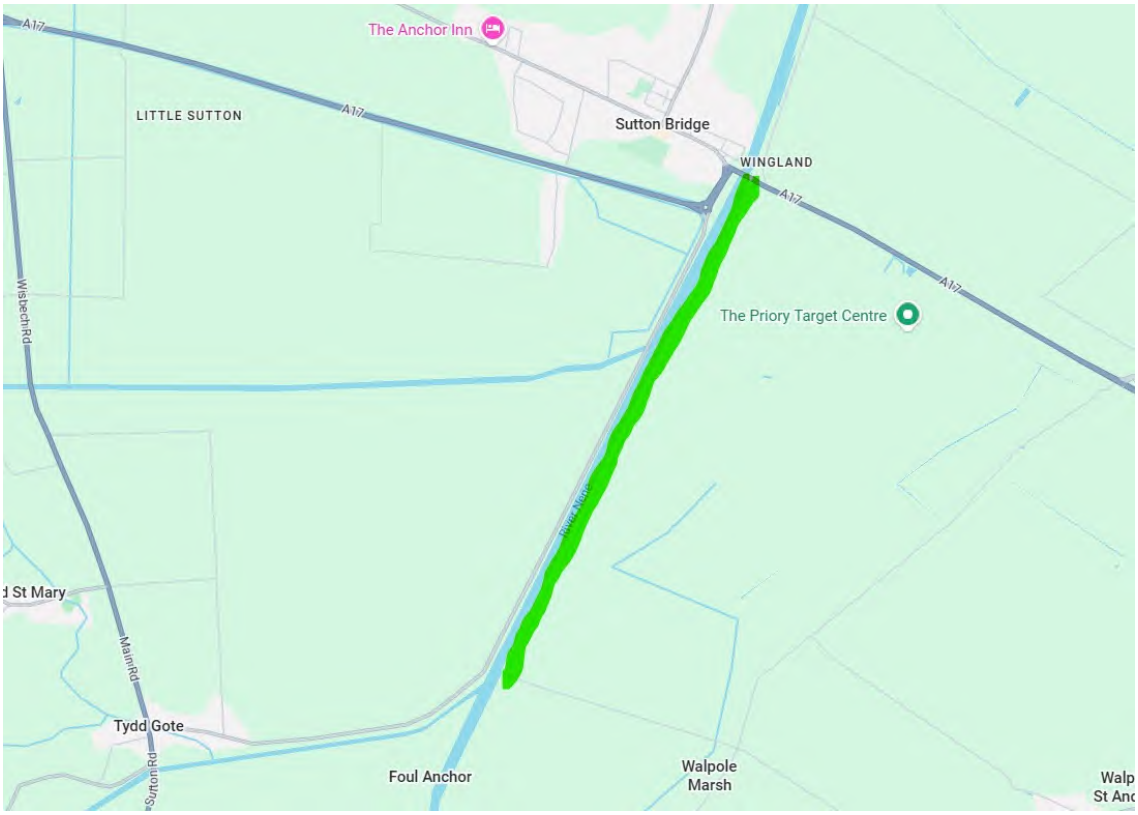
Richard Ashton

Senior Development Management Officer

Lincolnshire County Council

County Offices, Newland, Lincoln LN1 1YL

Email: [redacted]
Website: www.lincolnshire.gov.uk



From: Colin Sumbler <[redacted]>
Sent: 15 April 2026 13:59
To: Richard Ashton <[redacted]>
Subject: E245 - Road Condition Survey (Condition 4) - Gunthorpe Road Solar Farm (Walpole 2).

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Good afternoon, Richard.

PFA Consulting has been instructed to undertake the pre-commencement road condition survey required by planning Condition 4, as below:

> *"Prior to the commencement of any part of the development hereby permitted, the condition of East Bank from the A17 to the site shall be recorded by written notes, still and moving photographic images during an inspection that shall be undertaken by the Applicants' representatives in the company of an officer of the Local Highway Authority. Those public roads shall be maintained, at the cost of the Applicants, in a safe and suitable condition throughout the construction phase of the permitted development and shall be reinstated to no*

less than the standard of their pre-commencement condition following completion of the construction phase."

The wording of the condition states that the survey should be undertaken in the presence of an officer from the local highway authority. Could you please confirm whether this would be you or one of your colleagues?

If so, would you be able to advise on your availability over the coming weeks so that we can arrange a suitable date for the survey visit?

Regards,

Colin Sumbler

Associate

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Registered address as above.

Appendix B



Chainage 0m. View of A17/East Bank junction. White give way lines faded and some minor cracks.



Chainage 100m. View of patch repair adjacent to Chalk Lane. Some erosion of verge and standing water present on both verges as shown.



Chainage 3,000m View of existing field access to the site. Some erosion on the bank leading to footpath, with cracks, patch repairs and small potholes on approach to Gunthorpe Road.



Chainage 700m. View of cracking and patch repairs adjacent to existing access to Burgess Farm. At this point, carriageway reduces in width from approximately 8.00m to 4.00m.



Chainage 900m. Majority of section with limited highway condition defects to note.



Chainage 1,980m. View of small pothole and associated cracks.



Chainage 1,990m. View of larger pothole and some alligator cracking.



Chainage 2,400m. View of alligator cracking/ravelling next to previous patch repairs.



Chainage 2,780m. View of alligator cracking/fretting alongside patch repairs.



Chainage 2,760m. View of alligator cracking/ fretting, pothole and patch repairs.

Note: This figure does not cover all highway condition defects described in **Table 3.1**, but provides still images of some specific defects identified. Note that the chainage are approximate to correspond with the survey footage taken by the local authority on Wednesday 20th May 2026 as per **Table 3.1**. Note that not all photos are facing southwards.

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Project: Gunthorpe Road Solar Farm

Figure Title: Highway Condition Survey Summary

Scale Bar: 0 250m

Figure No.: Figure 3.1

Date	File Reference	Drawn	Check
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