

Proposed Solar Farm and Bess Facility, Bardling's Drove, Sutton St. James, Spalding

Highways Technical Note

Response to Highways Comments from Lincolnshire County Council

21st February 2025

AMA Project Number: 22709 / SD

INTRODUCTION

This Highways Technical Note (HTN) has been prepared by Andrew Moseley Associates (AMA) in response to comments received from Lincolnshire County Council (LCC) in relation to the Transport Statement (TS) and Construction Traffic Management Plan (CTMP) submitted on 12th December 2024 for the proposed Solar Farm and Bess facility at Bardling's Drove, Sutton St. James, Spalding, planning reference H20-1007-24.

LCC'S COMMENTS AND APPLICANT'S RESPONSES

For ease of reference, this HTN provides responses to each comment in the same order as LCC's Highways consultation response, a copy of which is attached at [Appendix A](#). Further to this, AMA have engaged with Samantha Legg at LCC via email to seek further clarification on some elements of the consultation response. The clarifications are provided below and a copy of all email correspondence with LCC is provided at [Appendix B](#) for completeness.

LCC COMMENT 1

Visibility has been demonstrated in accordance with DMRB this is not necessary – they should be measured in accordance with Manual for Streets.

AMA RESPONSE 1

AMA sought further clarification on this comment as follows:

We have used DMRB as the appropriate standard for a 60mph road. We are happy to comply with the request and reduce the length of the splays in accordance with MfS but please can you advise exactly what you would like to us to measure?

LCC responded as follows:

We would only insist on using DMRB if it were a trunk road or felt like a trunk road. MFS is more appropriate.

Whilst this response is open ended, AMA have taken into account LCC's views regarding the rural and lightly trafficked nature of these roads and therefore consider the provision of visibility splays in line with Manual for Streets (MfS) for a 30mph road appropriate. All visibility splays have been updated as requested and these can be viewed at [Appendix C](#).

LCC COMMENT 2

Detailed access drawings are required with swept path drawings detailing the largest size vehicle that will be accessing the sites.

AMA RESPONSE 2

AMA sought further clarification on this comment as follows:

Access drawings and swept path analysis for several vehicles were included within the appendices of the submitted Transport Statement and Construction Traffic Management Plan. Please can we check the LHA have had sight of these?

LCC responded as follows:

Apologies for the oversight – please ignore this request, all access points will need to be upgraded / constructed to Lincolnshire County Council (LCC) specification and a note should be included on the site layout plan.

AMA can confirm all construction accesses will be constructed in accordance with LCC specification, and AMA's preliminary drawings have been updated to reflect this. Please see [Appendix C](#).

LCC COMMENT 3

A plan is required showing the proposed routing and a proposal should be put forward for highway improvements. Both Inley Drove and Bardling's Drove are single track roads with very limited places to pass should you meet an oncoming vehicle. Passing places and possibly localised widening are required at suitable locations.

AMA RESPONSE 3

AMA sought further clarification on this comment as follows:

As above, routing plans are included in the TS and CTMP. On the point r.e. passing places we suggest a banksman with a stop / go sign at the junctions of Inley Drove and Bardlings Drove with Old Fen Dyke would be suitable traffic management, along with a banksman at each site access point. Both roads are rural and very lightly trafficked, so we consider this traffic management technique suitable for the area. Is this acceptable to the LHA and can this be conditioned?

LCC responded as follows:

I am happy to accept this arrangement. Please be aware that under Section 59 of the Highways Act 1980 a joint condition survey should be carried out between the Applicant's representative and a member of LCC prior to construction and when construction is complete. The survey should involve photographic and video evidence of the condition of the highway and any damage caused by the applicant shall be repaired at the cost borne by the applicant.

This is noted and accepted, thank you. The client is happy for this element to be conditioned, and a joint condition survey undertaken prior to construction and post completion of the proposed development at the appropriate stage.

CONCLUSION

This HTN provides responses to the comments received from LCC along with additional information where required. In conclusion, the information provided within this HTN demonstrates that the proposed development is acceptable in highways terms in accordance with the NPPF, and there are no prevailing highways reasons as to why planning permission could not be granted.

APPENDICES

Appendix A LCC Highways Consultation Response

Appendix B Email Correspondence

Appendix C Preliminary Access Drawings and Visibility Splays

Appendix A
LCC Highways Consultation Response

Development Management
Lincolnshire County Council
County Offices
Newland
Lincoln LN1 1YL
Tel: 01522 782070
developmentmanagement@lincolnshire.gov.uk

To: South Holland District Council

Application Ref: H20-1007-24

Proposal: **Construction and operation of a solar farm and battery energy storage system (BESS), vehicular access, internal access tracks, landscaping, boundary treatment, cabling and associated infrastructure**

Location: **Land at Fendyke Farm, off Old Fendyke, Sutton St James, Spalding, PE12 0LX**

With reference to the above application received 12 December 2024

Please note that this interim response does not confirm Lincolnshire County Council's final position regarding the development proposals, as further information, as requested below, is required to enable a full assessment of the proposals. Lincolnshire County Council's final position on any development will only be established following formal consultation (via the local planning authority) of the planning application once this information has been received.

Notice is hereby given that the County Council as Local Highway and Lead Local Flood Authority:

Requests that the Local Planning Authority request the applicants to provide additional information as set out below.

ADDITIONAL INFORMATION REQUIRED

Visibility has been demonstrated in accordance with DMRB this is not necessary – they should be measured in accordance with Manual for Streets.

Detailed access drawings are required with swept path drawings detailing the largest size vehicle that will be accessing the sites.

A plan is required showing the proposed routing and a proposal should be put forward for highway improvements. Both Inley Drove and Bardling's Drove are single track roads with very limited places to pass should you meet an oncoming vehicle. Passing places and possibly localised widening are required at suitable locations.

Case Officer:

Date: 15 January 2025

Samantha Legg

Appendix B
Email Correspondence



RE: Application Ref: H20-1007-24

From Samantha Legg <Samantha.Legg@lincolnshire.gov.uk>

Date Wed 29/01/2025 16:12

To Sophie Peach-Dunhill <Sophie@amatp.co.uk>

Cc Niland, Mark <Mark.Niland@sholland.gov.uk>

Hi Sophie,

Thank you for your response to my interim comments on the above planning application. For ease I have responded to your email below in red.

Kind regards
Sam

Samantha Legg
Principal Development Management Officer
Lincolnshire County Council
County Offices, Newland, Lincoln LN1 1YL

Phone: 01522 782070

Email: developmentmanagement@lincolnshire.gov.uk

Teams: [Chat with me](#)

Website: www.lincolnshire.gov.uk



From: Sophie Peach-Dunhill <Sophie@amatp.co.uk>

Sent: 23 January 2025 13:27

To: Samantha Legg <Samantha.Legg@lincolnshire.gov.uk>

Cc: DevelopmentManagement <DevelopmentManagement@lincolnshire.gov.uk>

Subject: Application Ref: H20-1007-24

Some people who received this message don't often get email from sophie@amatp.co.uk. [Learn why this is important](#)

Caution external: This email originated from outside of the council. Do not click on links or open attachments unless you are confident the email is legitimate

Hi Samantha,

Hope all's well.

I'm getting in touch regarding the application H20-1007-24 - Construction and operation of a solar farm and battery energy storage system on land at Fendyke Farm.

We received the attached highways comments, and I was wondering if it's possible to liaise with the Highways Officer so that we can seek further clarification on some points please? I've included the highways comments in black italics below for ease of reference and our queries are in blue.

- *Visibility has been demonstrated in accordance with DMRB this is not necessary – they should be measured in accordance with Manual for Streets. We have used DMRB as the appropriate standard for a 60mph road. We are happy to comply with the request and reduce the length of the splays in accordance with MfS but please can you advise exactly what you would like to us to measure? We would only insist on using DMRB if it were a trunk road or felt like a trunk road. MFS is more appropriate.*
- *Detailed access drawings are required with swept path drawings detailing the largest size vehicle that will be accessing the sites. Access drawings and swept path analysis for several vehicles were included within the appendices of the submitted Transport Statement and Construction Traffic Management Plan. Please can we check the LHA have had sight of these? Apologies for the oversight – please ignore this request, all access points will need to be upgraded/constructed to Lincolnshire County Council (LCC) specification and a note should be included on the site layout plan.*
- *A plan is required showing the proposed routing and a proposal should be put forward for highway improvements. Both Inley Drove and Bardling's Drove are single track roads with very limited places to pass should you meet an oncoming vehicle. Passing places and possibly localised widening are required at suitable locations. As above, routing plans are included in the TS and CTMP. On the point r.e. passing places we suggest a banksman with a stop / go sign at the junctions of Inley Drove and Bardlings Drove with Old Fen Dyke would be suitable traffic management, along with a banksman at each site access point. Both roads are rural and very lightly trafficked so we consider this traffic management technique suitable for the area. Is this acceptable to the LHA and can this be conditioned? I am happy to accept this arrangement.*
Please be aware that under Section 59 of the Highways Act 1980 a joint condition survey should be carried out between the Applicant's representative and a member of LCC prior to construction and when construction is complete . The survey should involve photographic and video evidence of the condition of the highway and any damage caused by the applicant shall be repaired at the cost borne by the applicant.

Kind regards,

Sophie Dunhill
Senior Transport Planner

Office: 0113 418 2615

Web: www.amatp.co.uk

Andrew Moseley Associates Ltd, 15 St Pauls Street, Leeds, LS1 2JG



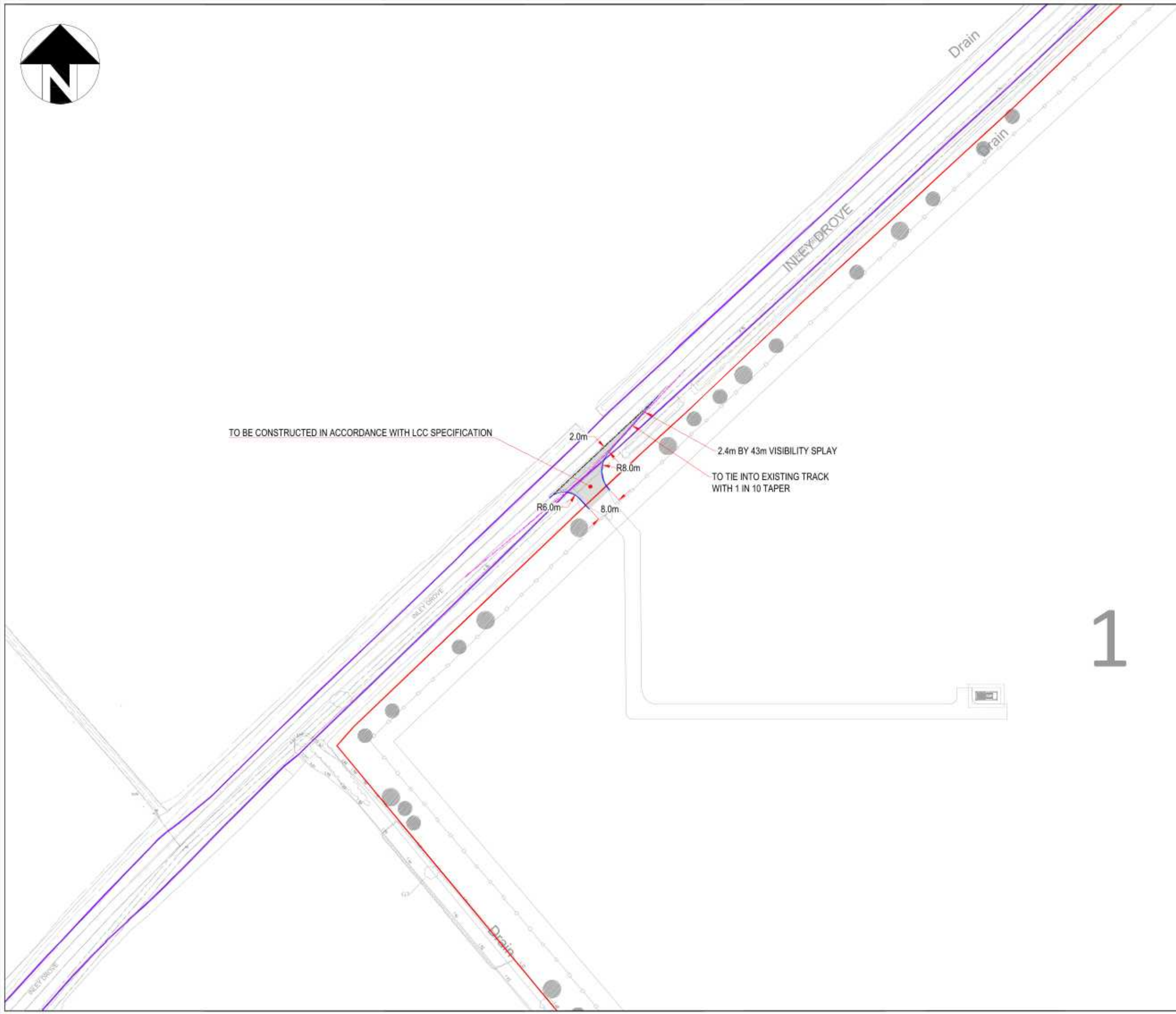
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Andrew Moseley Associates Limited, a limited company registered in England & Wales with registered number 10876561 and registered office: 15 St Pauls Street, Leeds, LS1 2JG.

Appendix C
Preliminary Access Drawings and
Visibility Splays



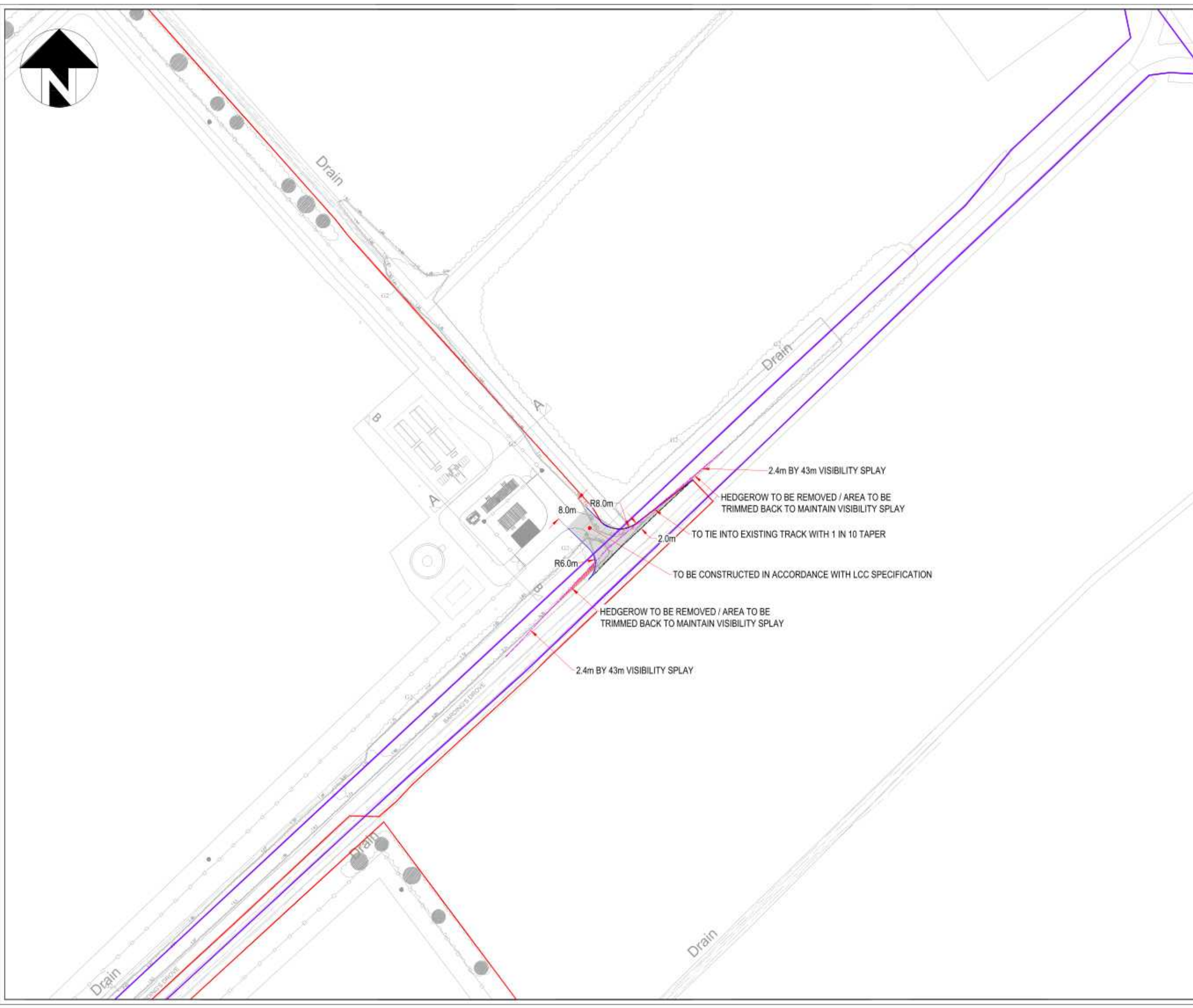
P05	Revised in accordance with LCC comments received 29.01.25	13.02.25	MSF
P04	Amended to suit revised site layout	20.08.24	MSF
P03	Topo survey & highway boundary added, visibility splays amended	07.08.24	MSF
P02	Amended to suit vehicle swept path analysis	22.07.24	SD
P01	Preliminary Issue	27.06.24	SD



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Project: FEN DYKE SOLAR FARM			
Client: INTEGRUM RENEWABLE ENERGY LTD			
Drawing: PROPOSED ACCESS ARRANGEMENTS - SITE 1			
Drawn By: MSF	Date: 25.06.2024		
Checked: SD	Scale: 1:1000	Paper: A3	
Drawing No. AMA-22709-SK-001			Rev. P05



P05	Revised in accordance with LCC comments received 29.01.25	13.02.25	MSF
P04	Amended to suit revised site layout	20.08.24	MSF
P03	Topo survey & highway boundary added, visibility splays amended	07.08.24	MSF
P02	Amended to suit vehicle swept path analysis	22.07.24	SD
P01	Preliminary Issue	27.06.24	SD

AMA

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Project:

FEN DYKE SOLAR FARM

Client:

INTEGRUM RENEWABLE ENERGY LTD

Drawing:

PROPOSED ACCESS ARRANGEMENTS - SITE 2

Drawn By:	MSF	Date:	25.06.2024
Checked:	SD	Scale:	1:1000
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		Rev:	P05



TO BE CONSTRUCTED IN ACCORDANCE WITH LCC SPECIFICATION

1.0m

2.4m BY 43m VISIBILITY SPLAY

R10.0m

TO TIE INTO EXISTING TRACK WITH 1 IN 10 TAPER

R6.0m

8.0m

2.4m BY 43m VISIBILITY SPLAY

P04	Revised in accordance with LCC comments received 29.01.25	13.02.25	MSF
P03	Amended to suit revised site layout	20.08.24	MSF
P02	Topo survey & highway boundary added	07.08.24	MSF
P01	Preliminary Issue	27.06.24	SD



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Project:

FEN DYKE SOLAR FARM

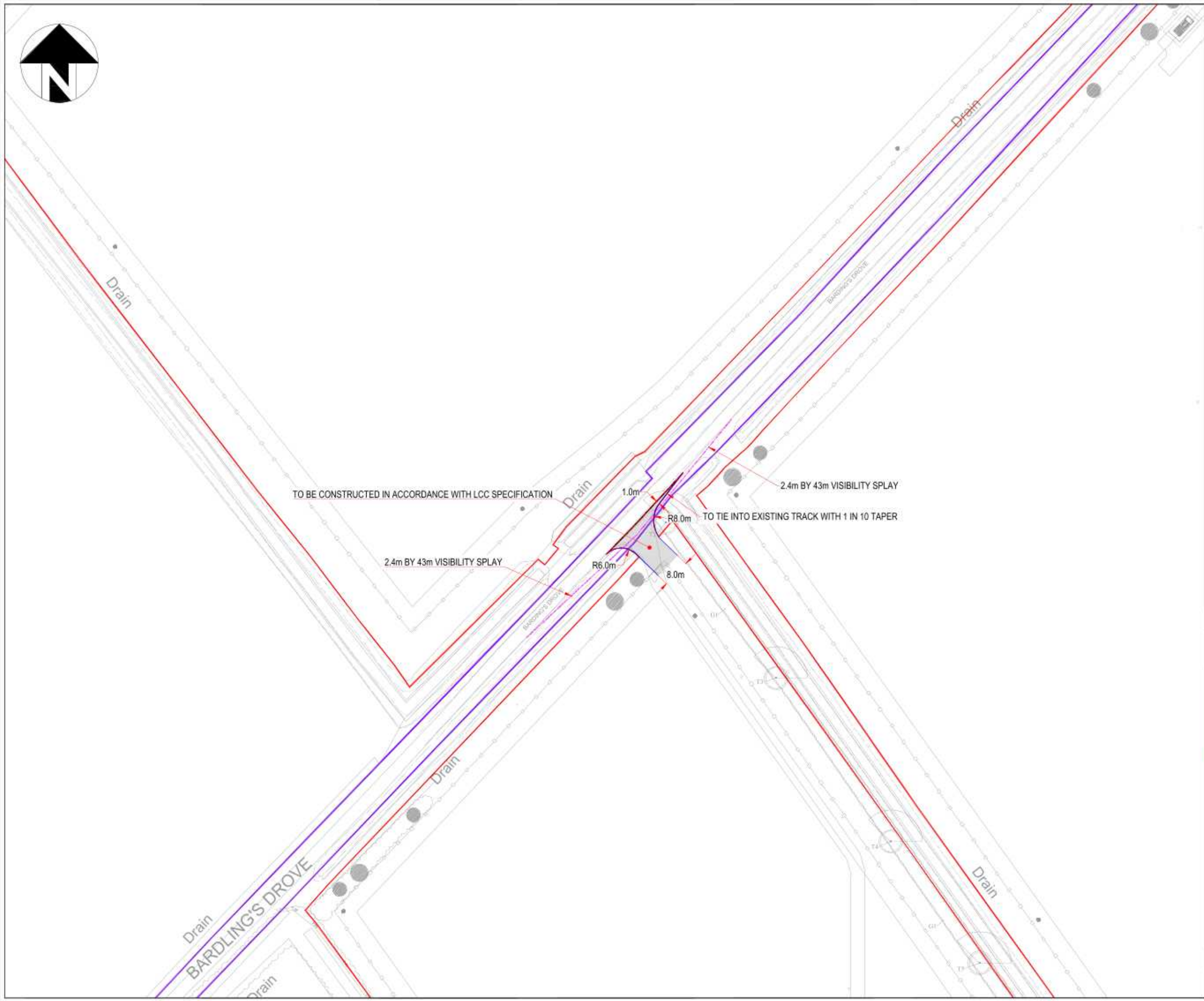
Client:

INTEGRUM RENEWABLE
ENERGY LTD

Drawing:

PROPOSED ACCESS
ARRANGEMENTS - SITE 3

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		Rev:	P04



P04	Revised in accordance with LCC comments received 29.01.25	13.02.25	MSF
P03	Amended to suit revised site layout	20.08.24	MSF
P02	Topo survey & highway boundary added	07.08.24	SA
P01	Preliminary Issue	27.06.24	SD



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Project:		
FEN DYKE SOLAR FARM		
Client:		
INTEGRUM RENEWABLE ENERGY LTD		
Drawing:		
PROPOSED ACCESS ARRANGEMENTS - SITE 4		
Drawn By:	Date:	
MSF	25.06.2024	
Checked:	Scale:	Paper:
SD	1:1000	A3
Drawing No.	Rev	
AMA-22709-SK-004	P04	



TO BE CONSTRUCTED IN ACCORDANCE WITH LCC SPECIFICATION

INLET DROVE

Drain

2.4m BY 43m VISIBILITY SPLAY

2.4m BY 43m VISIBILITY SPLAY

R6.0m

R6.0m

5.5m

1

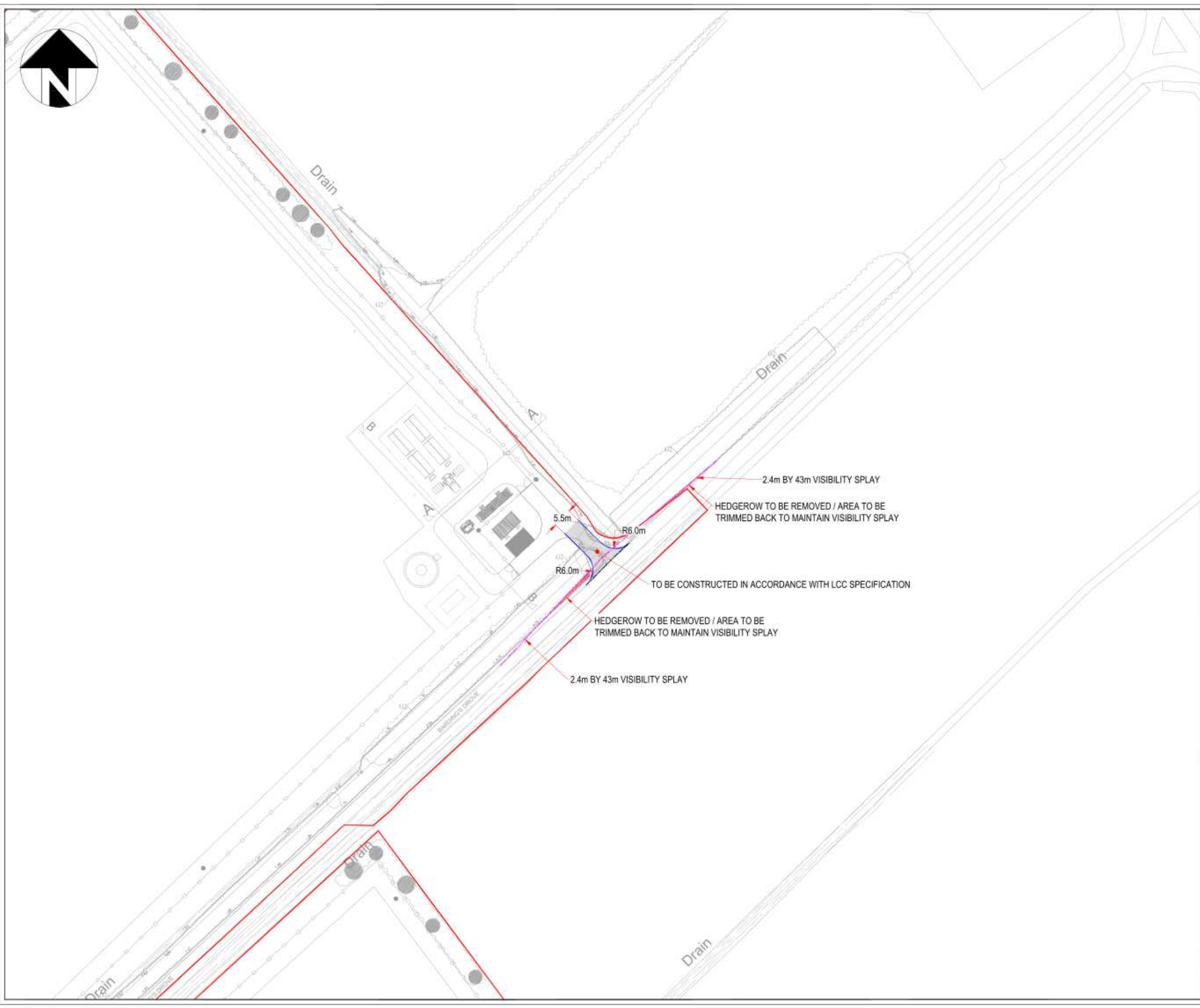
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P02	Amended to suit revised site layout	20.08.24	MSF
P01	Preliminary Issue	23.07.24	SD



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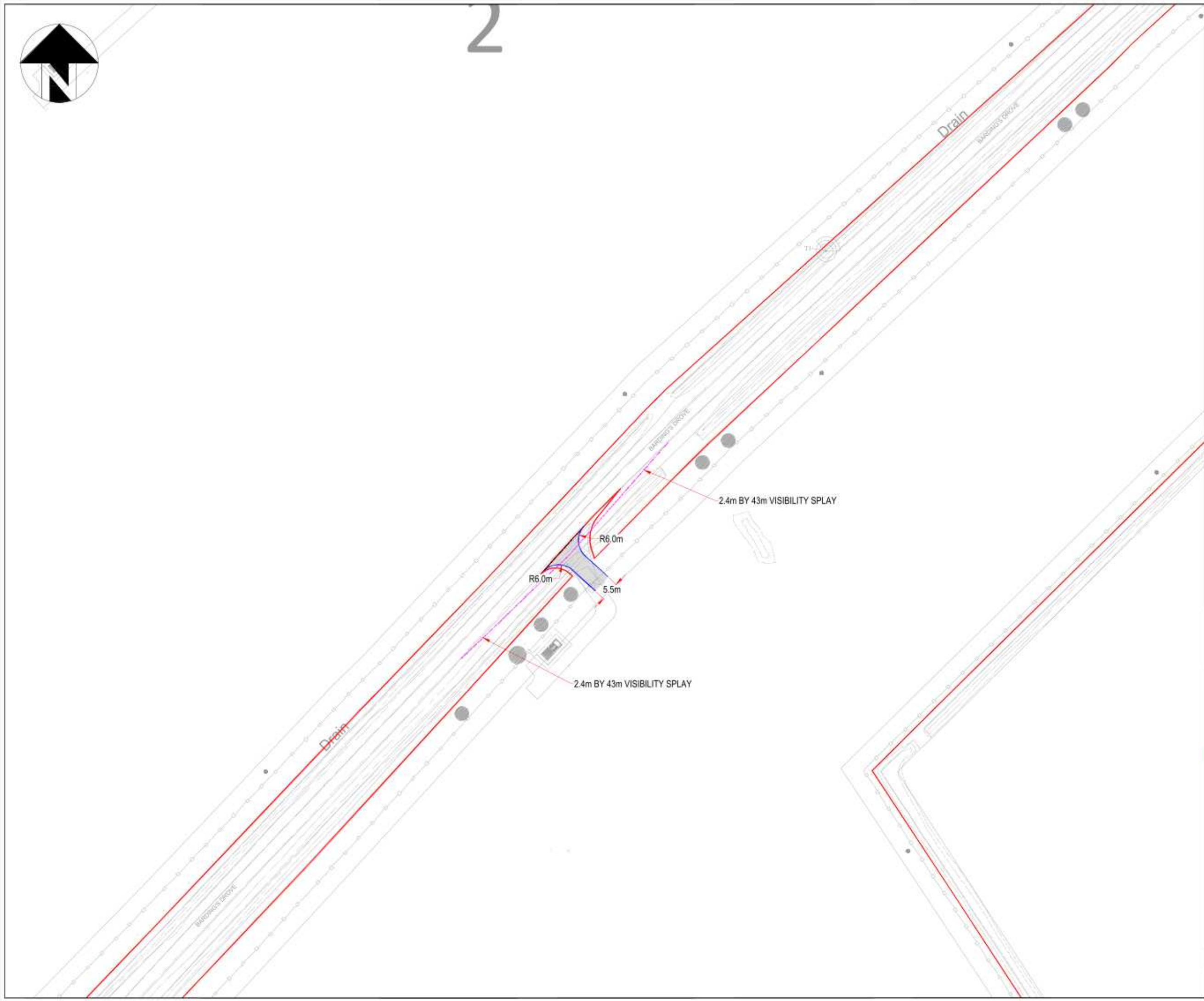
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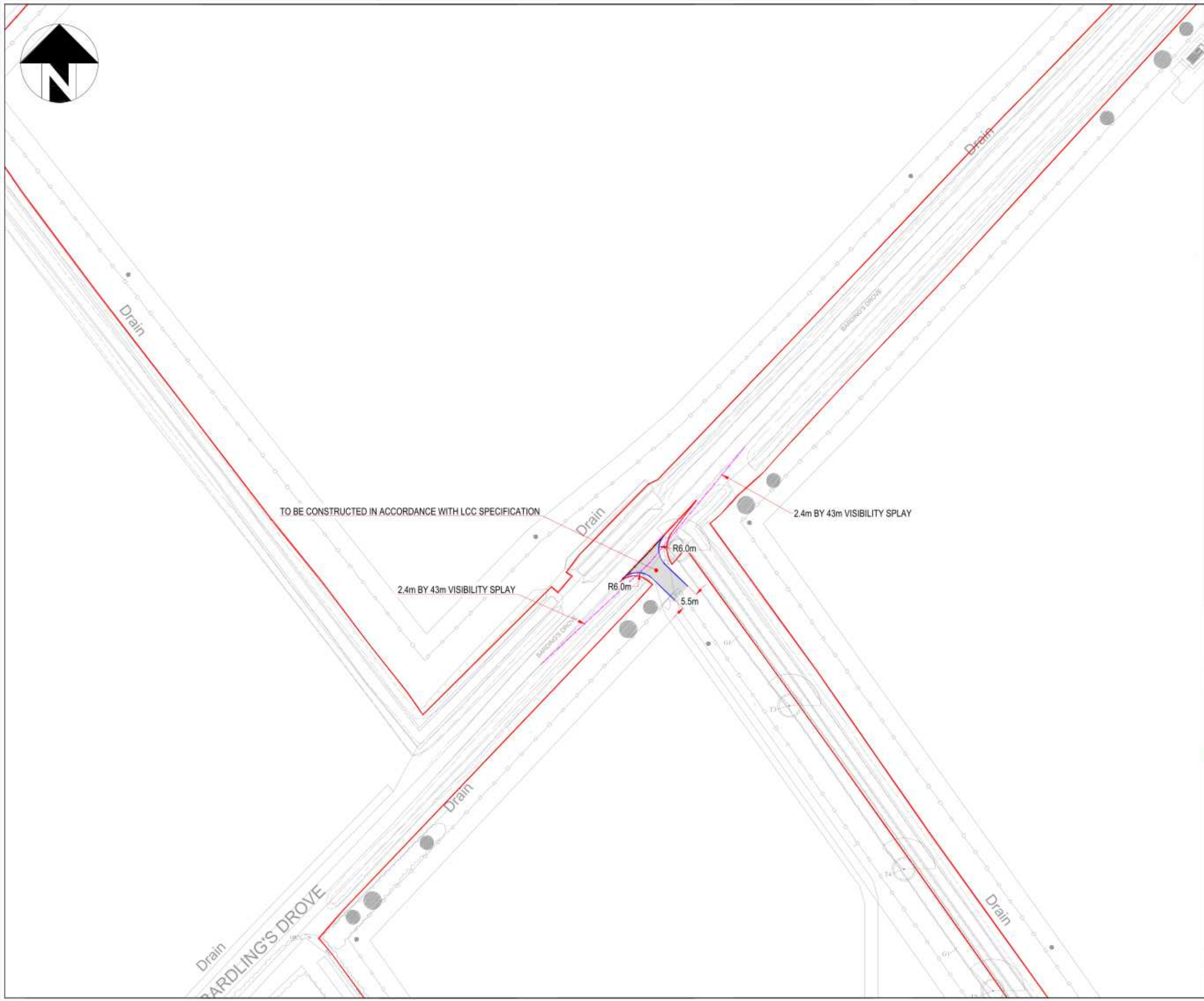
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P02	Amended to suit revised site layout	20.08.24	MSF
P01	Preliminary Issue	23.07.24	SD
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Project: FEN DYKE SOLAR FARM			
Client: INTEGRUM RENEWABLE ENERGY LTD			
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2



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P02	Amended to suit revised site layout	20.08.24	MSF
P01	Preliminary Issue	23.07.24	SD
AMA ANDREW MOSELEY ASSOCIATES Transport & Infrastructure Consultants 15 St Paul's Street Second Floor Leeds LS1 2JG www.amatp.co.uk			
Project: FEN DYKE SOLAR FARM			
Client: INTEGRUM RENEWABLE ENERGY LTD			
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P02	Amended to suit revised site layout	20.08.24	MSF
P01	Preliminary Issue	23.07.24	SD
AMA ANDREW MOSELEY ASSOCIATES Transport & Infrastructure Consultants 15 St Paul's Street Second Floor Leeds LS1 2JG www.amatp.co.uk			
Project: FEN DYKE SOLAR FARM			
Client: INTEGRUM RENEWABLE ENERGY LTD			
Drawing: PROPOSED ACCESS ARRANGEMENTS - OPERATIONAL - SITE 4			
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