

National Infrastructure Planning
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Date: 27th September 2024
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Dear Sirs

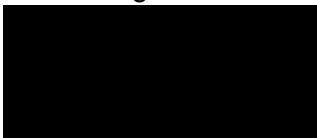
**Application by Oaklands Solar Farm Limited for an Order Granting Development Consent for the Oaklands Farm Solar Park located on land at Oaklands Farm, to the south-east of Walton-on-Trent and to the west of Rosliston, South Derbyshire –
Deadline 4 response to Examining Authority questions**

Please find below responses on behalf of Leicestershire County Council to the questions issued by the Examining Authority on 10th September 2024.

As set out below, we are pleased to confirm that the Applicant has now contacted us, and we are hopeful that our concerns can be addressed during the course of the examination.

Please do not hesitate to contact me should any further information be required.

Kind regards



Rebecca Henson
Head of the Growth Service

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Leicestershire County Council response to questions posed by the Examining Authority

Ref:	Question	Leicestershire County Council response
3.4	<p data-bbox="264 339 1126 371"><u>Solar panel and battery storage replacement during the operation stage</u></p> <p data-bbox="264 395 1171 746">The Applicant [REP1-025 response to question 4.2] states that solar panels are not expected to be replaced during the operational life of the project, save for individual instances of damage or unexpected failure of specific panels, and that to account for this an annual replacement rate of 0.2% per year has been assumed in the ES [REP3-021 Table 13.3]. Battery cells replacement is anticipated to be once every 8 to10 years depending on the final installed system and the operations profile. It considers that mitigation measures are secured within the Outline CEMP [REP1-007] and Outline Construction Traffic Management Plan (Outline CTMP) [REP1-021], and summarised in the ES [REP3-021 paragraph 13.59].</p> <p data-bbox="264 826 1171 994">The ExA notes the potential for adverse impacts in relation Heavy Goods Vehicle (HGV) movements during the operation stage, including for the replacement of solar panels and other equipment, in various chapters of the ES. It is seeking to ensure that appropriate precision and clarity is provided for related mitigation during the operation stage.</p> <p data-bbox="264 1058 1193 1369">Responding to similar concerns, paragraphs 2.2.3 and 2.2.5 of the Mallard Pass Solar Farm Outline OEMP limit the maximum number of daily HGV movements during operation and requires the relevant planning authority to confirm that any maintenance activities involving panel replacement would not lead to such materially different effects. The Mallard Pass Solar Farm DCO provides that the definition of “maintain” does not include remove, reconstruct or replace the whole of Work No. 1 at the same time and for such works not to give rise to any materially new or materially different environmental effects than those identified in the ES for the operation of the</p>	<p data-bbox="1216 331 1921 427">Leicestershire County Council (LCC) has no objection to the approach taken in the Mallard Pass Solar Farm DCO being replicated in this DCO.</p>

	<p>authorised development. The ExA is considering whether to adopt a similar approach.</p> <p>b) Please could SDDC, DCC, LCC and SCC comment at Deadlines 4 and 5, setting out any concerns and how they might be resolved?</p>	
11.5	<p><u>Construction traffic – LCC concerns</u></p> <p>LCC [RR-170, REP1-027, REP2-002] raises concerns in relation to the potential impact of Abnormal Indivisible Loads (AIL) movements on communities within Leicestershire and says that the application is silent on this. It considers that surface protection, culvert reinforcement and temporary removal of street furniture will be required at locations along the AIL route and seeks protection of its assets and recovery of any associated costs through provisions within the DCO. LCC would welcome engagement with The Applicant as soon as possible to address these concerns.</p> <p>The Applicant [REP1-023, REP3-033] says that the environmental effects for AIL are assessed in ES Chapter 10 [APP-155] and related mitigation measures are secured under Requirement 10 (construction and traffic management plan) of the dDCO [REP3-008] and included in the Outline CTMP [REP1-021]. It does not identify any need for surface protection, culvert reinforcement, and temporary removal of street furniture and says that no mitigation measures are required on section of the AIL route within LCC’s jurisdiction. The Applicant refers to a legal requirement for itself under the Electronic Service Delivery for Abnormal Loads system to provide mitigation and says that AIL movements would be subject to a separate application and permitting scheme, currently administered by National Highways in consultation with the relevant highway authorities and police, a process that would be supported by additional route assessment and validation, including additional surveys as required. The Applicant reports that it will be engaging further with LCC during the Examination and is waiting for a response to correspondence sent on 15th</p>	<p>a) LCC welcomed a meeting with the Applicant on 16th September 2024. The Applicant has confirmed to LCC that no detailed assessment of the AIL route has taken place to date, and nor will it through the course of the DCO examination. The Applicant highlighted that within Leicestershire there are likely to be areas of verge over run. In addition to protecting these areas to facilitate AIL movements, and re-instating post movements, there will be a need to protect any associated utilities. The Applicant has provided LCC with a copy of a draft revised Outline Construction Traffic Management Plan which it intends to submit at deadline 4. This revised document, if it includes amendments that LCC has suggested, could seek to address LCC concerns, together with an appropriately worded requirement/s.</p> <p>c) the draft revised OCTMP as described above includes for entering into agreements with the Highway Authorities outside of the DCO process, including recovery of costs. LCC will be better placed to comment following the Applicant’s deadline 4 submission.</p> <p>D) as above, LCC will be better placed to comment following the Applicant’s deadline 4 submission. However, LCC remains hopeful that an amended OCTMP together with associated requirement/s will address our concerns.</p>

August 2024.

- a) Please could LCC identify where it considers that surface protection, culvert reinforcement and temporary removal of street furniture would be required at locations along the AIL route?
- c) Does LCC consider that the separate application and permitting scheme mentioned by the Applicant would be sufficient for the protection of LCC's assets and recovery of LCC's costs rather than these being matters for the DCO to deal with? If not, why not?
- d) Please could LCC set out any remaining construction traffic or highway asset protection concerns at Deadlines 4 and 5, summarise any related discussions with the Applicant, and suggest how their issues might be resolved