

North Lincolnshire Council

PLANNING ACT 2008 (AS AMENDED) INFRASTRUCTURE PLANNING (EXAMINATION PROCEDURE) RULES 2010

Planning Inspectorate's Reference: EN010148

**Subject: Application for an Order Granting Development
Consent for the Tween Bridge Solar Farm**

Applicant: RWE Renewables UK Solar and Storage Limited

DEADLINE 7 SUBMISSION

29 September 2026

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Introduction

- 1.1 This document comprises the Deadline 7 submissions of North Lincolnshire Council (NLC/the Council) further to the Examination Timetable. Comments are only provided where there is something to add, otherwise the Applicant's, and any other party's, comments should be taken as 'noted'.
- 1.2 The Council will seek to continue to work proactively with the Applicant's to resolve the few outstanding issues where possible. Any matters which cannot be agreed will be set out clearly in the Statement of Common Ground between NLC and the Applicant and in the Council's closing statement.

2.0 North Lincolnshire Council Comments on the Applicant's Response to ExQ3

Q3.6.1 Archaeology

- 2.1 NLCs position in respect of archaeology is unchanged and is explained in its Statement of Common Ground with the Applicant (see Table 3-2 - Cultural Heritage and Archaeology Matters). Discussions have been ongoing between the Applicant and NLC/CDC regarding the provision of a zoning plan (with the latest meeting taking place on the afternoon of 29/9/2026) and it is anticipated that an agreed position in respect of the zoning plan will be included in the final Statement of Common Ground between NLC and the Applicant.

Q3.7.1 Flood Plain Storage and Sequential/Exceptions Test

- 2.2 NLC notes the Applicant's response however its position remains unchanged from that set out in its own response to ExQ3 (see NLC response to Q3.1.3).

Q3.8.2 Landscape and Visual Mitigation Strategy

- 2.3 NLC notes that the Applicant refers to Requirement 8(2)(c). NLCs position on the adequacy of the visual and landscape assessment is set out in the Statement of Common Ground with the Applicant.

Q3.10.1 NLC References to Case Law

- 2.4 NLC has nothing further to add to the comments made in its LIR (see section 4 – Environmental Impact Assessment), in its response to ExQ2 at Deadline 4 (see

responses to Q2.10.1 and Q2.10.1), its comments on the Applicant's response to NLCs LIR made at Deadline 5 (see section 4 of NLCs Deadline 5 submission) and in the draft SoCG with the Applicant (see Table 3-1: Planning Policy Matters).

3.0 NLC Comments on Document 8.27 - Applicant Responses to the ExA Commentary on the dDCO

DCO.7.4 - Requirement 14

- 3.1 In its response the Applicant has commented only on UXO and that the Outline CEMP [REP3-035] provides for this. As set out in the Environment Agency response to the ExA's questions on the draft Development Consent Order from the Applicant's own ES identifies that there are several known and potential sources of contamination within the Order limits. NLC therefore considers that the wording set out in its response to the ExAs Question DCO.7.4 should be included in any final DCO.

DCO.9.2 – Protective Provisions (Local Highways Authorities)

- 3.2 Discussions regarding the Protective Provisions for NLC are continuing between the Applicant and representatives of the local highway authority. It is anticipated that agreed wording will be submitted by Deadline 8.

4.0 Any further information requested by the ExA under rule 17 of The Infrastructure Planning (Examination Procedure) Rules 2010

- 4.1 The Council is not aware of any such requests pertaining to NLC.

5.0 Comments on any further information requested by the ExA and received by deadline 6

Draft DCO

- 5.1 NLC considers that all Requirements and other elements of the DCO requiring approval, should include the wording '...have been submitted to and approved **in writing** by the relevant planning authority...' in line with good practice.

6.0 NLC Comments on Document 8.7 - Schedule of Changes to the draft DCO

R16(1) Construction Traffic Management Plan

- 6.1 The Applicant has changed the wording to include reference to National Highways (NH), explaining that this is to add NH as a consultee. However the wording as proposed requires the Construction traffic management plan to be approved by the highway authority, including NH where matters relate to the strategic road network.
- 6.2 It is not clear why this Requirement has been worded in this way. NLC considers that this requirement should be for the approval of the relevant local planning authority (rather than the highway authority), as per the format of other requirements in the draft DCO, and NH where the matter relates to the strategic road network.