



Mallard Pass

Solar Farm

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Environmental Statement Volume 2 Appendix 9.3: Highways and Access - Consultation Summary

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Appendix 9.3 - Consultation Record and Responses Relevant to Highways and Access

- 1.1.1. This Appendix presents a summary of all consultation undertaken to date with stakeholders for the Proposed Development.
- 1.1.2. Matters raised during consultation in relation to Highways and Access, as well as how and where matters have been addressed within the EIA and ES is outlined in Table 1.

Table 1: Key Matters Raised during Consultation in Relation to Highways and Access

Consultee	Date of Consultation	Main Matter Raised	How has this Matter been Addressed	Where is the Matter Addressed in the ES
Planning Inspectorate	18 th March 2022	Alternative modes of transport for the delivery of construction material do not require assessment, as it was discussed that the only feasible means was via road.	Only the relevant modes of construction have been assessed.	Section 9.5 of Chapter 9 [EN010127/APP/6.1].
		Hazardous or dangerous loads can be scoped out, subject to suitable mitigation measures being provided, as it is not anticipated that there will be any hazardous or dangerous loads delivered during construction	An outline Construction Traffic Management Plan (oCTMP) has been produced that sets out measures to ensure safe transportation of construction material.	Within the oCTMP [EN010127/APP/7.11].
		It was agreed that the operational traffic did require assessment, subject to confirmation on anticipated levels of operational trip generation being provided within the ES	Confirmation on the number of operational trips has been provided within the ES.	Section 9.2 of Chapter 9.
		It was requested that the suitability of the baseline traffic survey data was agreed with the key stakeholders and Local Highway Authorities, in light of	The scope and timings of the traffic survey data has been agreed with the key stakeholders, including NH, LCC and RCC.	Section 9.3 of Chapter 9.

Consultee	Date of Consultation	Main Matter Raised	How has this Matter been Addressed	Where is the Matter Addressed in the ES
		any potential changes in traffic associated with Covid-19.		
National Highways (NH)	28 th October 2021	NH requested details on the traffic survey data scope and timings to confirm that the surveys undertaken are suitable.	It has been agreed with NH that the traffic data utilised is valid and appropriate.	N/A
	6 th October 2022	NH requested details on the proposed construction access strategy and construction traffic impact to confirm the impacts to the SRN.	It has been agreed that no impact of the SRN is required as the impacts fall below the thresholds utilised by NH and that the access strategy is suitable.	N/A
Lincolnshire County Council (LCC)	15 th October 2021	LCC requested details on the traffic survey data scope and timings to confirm that the surveys undertaken are suitable.	It has been agreed with LCC that the traffic data collected is valid and appropriate.	N/A
		It was noted by LCC that it is expected that the primary impacts associated with the Proposed Development are associated with the construction phase, rather than the operational. Decommissioning could	It has been agreed that the primary transport impacts of the Proposed Development are associated with construction and only this phase will be assessed. Decommissioning would be assessed in the future once details are available.	Only the construction effects of the Proposed Development have been assessed within Section 9.5 of Chapter 9.

Consultee	Date of Consultation	Main Matter Raised	How has this Matter been Addressed	Where is the Matter Addressed in the ES
		be assessed in the future once details are available.		
		LCC requested that the access strategy sought to minimise new points of access onto the LRN and to retain the existing access points, where possible.	The existing access points have been utilised, where possible. Where it is not possible to retain or use an existing access, the new access locations have been chosen in order to meet highway safety requirements and minimise the associated environmental impacts.	Proposed Development description at Chapter 5.
	15 th February 2022	LCC provided feedback on the proposed construction strategy, with a preference to avoid the like likelihood of any two-way construction vehicle conflicts occurring.	The one-way routing strategy to the primary compound has been utilised, with vehicles arriving via the A1 and departing via the A15.	Within assessment of the Proposed Development within Section 9.5 of Chapter 9 and the oCTMP.
		Information was provided to LCC on the methodology to develop construction trip rates.	The methodology to develop construction trip rates has been deemed as reasonable.	The trip generation of the Proposed Development has been assessed within Section 9.5 of Chapter 9. Further details on the trip generation assumptions are provided within the supporting TA, contained at Appendix 9.4 of the ES [EN010127/APP/6.2].

Consultee	Date of Consultation	Main Matter Raised	How has this Matter been Addressed	Where is the Matter Addressed in the ES
	7 th October 2022	Discussion with LCC on the approach to temporary road closures being provided based on similar project experience and reasonable assumptions, being updated in the CTMP by the contractor once the scope of works is confirmed.	It has been agreed that the details regarding this matter will be assessed within the CTMP, secured by way of requirement on the DCO.	Discussion on this matter is provided within the oCTMP including assumptions on the road closures and traffic management, which are presented within the Traffic Management Plans for the DCO. The road closures will be detailed further within the CTMP once the requirements are confirmed by the contractor.
Rutland County Council (RCC)	15 th October 2021	RCC requested details on the traffic survey data scope and timings to confirm that the surveys undertaken are suitable.	It has been agreed with RCC that the traffic data utilised is valid and appropriate.	N/A
	17 th May 2022	It was noted by RCC that it is expected that the primary impacts associated with the Proposed Development are associated with the construction phase, rather than the operational. Decommissioning could be assessed in the future once details are available.	It has been agreed that the primary transport impacts of the Proposed Development are associated with construction and only this phase will be assessed. Decommissioning would be assessed in the future once details are available.	Only the construction effects of the Proposed Development have been assessed within Section 9.5 of Chapter 9.

Consultee	Date of Consultation	Main Matter Raised	How has this Matter been Addressed	Where is the Matter Addressed in the ES
		<p>RCC requested that the access strategy sought to minimise new points of access onto the LRN and retain the existing access points, where possible.</p>	<p>The existing access points have been utilised where possible.</p>	<p>Proposed Development description at Chapter 5.</p>
		<p>Information was provided to RCC on the methodology to develop construction trip rates.</p> <p>Thresholds were provided by RCC to determine whether junction modelling was required.</p>	<p>The methodology to develop construction trip rates has been deemed as reasonable. An assessment of the impact of the Proposed Development has been undertaken.</p> <p>If the development was to exceed 30 two-way vehicle trips during the AM/PM peak hour then junction capacity assessments would need to be undertaken.</p>	<p>The trip generation of the Proposed Development has been assessed within Section 9.5 of Chapter 9. Details on the assumptions and trip generation methodology is provided within the Transport Assessment, included at Appendix 9.4 of the ES.</p> <p>The Proposed Development does not exceed the threshold set by RCC therefore no detailed junction capacity assessments have been undertaken.</p>
		<p>RCC commented on the use of Uffington Lane and that passing places would be required.</p>	<p>Proposals to introduce passing bays and improve the Uffington Lane junction have been developed.</p>	<p>Within the embedded mitigation summary at Section 9.4 of Chapter 9. The timescales for the delivery of these works are discussed within the CTMP.</p>

Consultee	Date of Consultation	Main Matter Raised	How has this Matter been Addressed	Where is the Matter Addressed in the ES
		RCC requested that collision data for the proposed construction vehicles routes is reviewed to determine if there are any existing road safety concerns.	A review of collision data has been undertaken to inform the proposed construction vehicle routing and subsequent assessments.	A detailed review of the collision data is included within Appendix 9.4, with the construction vehicle assessment within Section 9.5 of Chapter 9.

