



Mallard Pass

Solar Farm

Mallard Pass Solar Farm

Final Statement of Common Ground with National Highways

Procedural Deadline A (3rd May 2023)

EN010127

EN010127/APP/8.3

Glossary

The glossary used for the Statement of Common Ground can be found within the Chapter 0 Glossary of the Environment Statement [EN010127/APP/6.1].

1.0 Introduction

Status of the Statement of Common Ground

1.1 This Statement of Common Ground ('SoCG') is being submitted to the Secretary of State for the Department for Energy Security and Net Zero under section 37 of the Planning Act 2008 ('the Examining Authority') as an agreed draft between both parties. It will be amended as the examination progresses in order to enable a final version to be submitted to the Examining Authority.

Purpose of this document

1.2 This Statement of Common Ground (the 'SoCG') has been prepared in relation to the Mallard Pass Solar Farm Development Consent Order application (the 'Application'). The SoCG is a 'live' document that has been prepared by Mallard Pass Solar Farm Limited and National Highways Limited ('National Highways').

1.3 Mallard Pass Solar Farm Limited was incorporated on 28 April 2020 and seeks to construct, operate and maintain a new solar farm with infrastructure to connect to the National Grid as further detailed within paragraph 2 of this SOCG.

1.4 National Highways is an interested party to the examination of the Application.

1.5 Collectively Mallard Pass Solar Farm Limited and National Highways are referred to as the "parties".

1.6 The SoCG has been prepared in accordance with the Guidance for examination of DCO applications which was published in 2015 by the Department for Communities and Local Government¹.

1.7 Paragraph 58 of the Department for Communities and Local Government (DCLG) Guidance comments that:

"A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it is also useful if a statement identifies those areas where agreement has not been reached. The statement should include references to show where those matters are dealt with in the written representations or other documentary evidence".

¹ Planning Act 2008: Guidance for the examination of applications for development consent (March 2015) paragraphs 58 – 65

- 1.8 The aim of this SoCG is to therefore provide a clear position of the progress and agreement made or not yet made between National Highways and Mallard Pass Solar Farm Limited on matters relating to the Application.
- 1.9 The document will be updated as more information becomes available and as a result of ongoing discussions between Mallard Pass Solar Farm Limited and National Highways.
- 1.10 It is intended that the SoCG will provide information for the examination process, facilitating a smooth and efficient examination and managing the amount of material that needs to be submitted.
- 1.11 This SOCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available in the deposit locations and/or the Planning Inspectorate website.

Terminology

- 1.12 In the table in the Issues chapter of this SoCG:

“Agreed” indicates where the issue has been resolved.

“Not Agreed” indicates a position where both parties have reached a final position that a matter cannot be agreed between them.

“Under Discussion” indicates where points continue to be the subject of on-going discussions between parties.

2.0 Description of development

- 2.1 The proposed development pursuant to the Application comprises the construction, operation, maintenance, and decommissioning of a solar photovoltaic (PV) array electricity generating facility with a total capacity exceeding 50 megawatts (MW) and export connection to the National Grid.
- 2.2 The Application, if granted consent, would authorise Mallard Pass Solar Farm Limited to construct, operate and maintain:
- The Solar PV Site - the area within the Order limits that is being proposed for PV Arrays, Solar Stations and the Onsite Substation.

- Onsite Substation - comprising electrical infrastructure such as the transformers, switchgear and metering equipment required to facilitate the export of electricity from the proposed development to the National Grid. The Onsite Substation will convert the electricity to 400kV for onward transmission to the Ryhall Substation via the Grid Connection Cables.
- Mitigation and Enhancement Areas - the area within the Order limits that is being proposed for mitigation and enhancement.
- Highway Works Site - the areas that are being proposed for improvement works to facilitate access to the Solar PV Site
- Grid Connection Corridor - the proposed corridor for the Grid Connection Cables between the Onsite Substation and the National Grid Ryhall Substation.

3.0 Current Position

Position of Mallard Pass Solar Farm Limited and National Highways

3.1 The following tables contained within this SOCG address the position of Mallard Pass Solar Farm Limited and National Highways, following a series of meetings and discussions with respect to the key areas of the proposed development.

3.2 As mentioned previously, this is a 'live' document and there are some aspects that are still under discussion between the parties. The intention is to provide a final position in subsequent versions of the SoCG, addressing and identifying where changes have been made and ultimately both parties agree on relevant points.

4.0 Record of Engagement

Summary of consultation and engagement

4.1 The parties have been engaged in consultation and engagement throughout the development of the Application. Table 1 shows a summary of the meetings and correspondence that has taken place between Mallard Pass Solar Farm Ltd (including consultants on its behalf) and National Highways in relation to the Application.

Table 1 – Record of Engagement²

Date	Form of Correspondence	Key topics discussed and key outcomes
28 th October 2021	Email	<p>NH requested details on the traffic survey data scope and timings to confirm that the surveys undertaken are suitable.</p> <p>It has been agreed with NH that the traffic data utilised is valid and appropriate.</p>
6 th October 2022	Email	<p>NH requested details on the proposed construction access strategy and construction traffic impact to confirm the impacts to the SRN.</p> <p>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.</p>

² This table is not intended to be a record of every call or email exchanged between the parties (for example emails organising meetings), but should record the key exchanges of information and meetings

5.0 Current Position

5.1 The table below summarises the relevant issues and matters that have been in discussion between the parties. These are set out on a topic-by-topic basis. All matters are agreed and no matters are outstanding.

Table 2 – Table of agreed issues and matters between the parties

Ref.	Description of Matter	Stakeholder Comment	Mallard Pass Solar Farm Limited's Response	Status
NH1-01	Construction Traffic Access Strategy	NH requested confirmation on access strategy	Mallard Pass Solar Farm Limited confirms a one-way circulation with vehicles accessing and travelling towards the site via the A1 / B1081 Old Great North Road, joining onto the A1621 to serve the relevant construction compounds. Vehicles will then egress from the site via the A1621 towards Bourne and the A15.	Agreed
NH1-02	Operation and Decommissioning Phases	NH agree with the assumption that the impacts on the SRN during the operational phase are likely to be negligible and that the construction phase could be a	Noted	Agreed


		worst case for the decommissioning stage.		
NH1-03	Vehicle Trip Generation	We note that the construction period will take approximately 24 months and that construction vehicles (LGVs and HGVs) will operate outside peak hours. Given consideration to the information provided, we do not consider this proposal is likely to have a material impact on the Strategic Road Network (SRN) in the area. Therefore we can confirm that the proposed trip rates are acceptable and junction capacity assessments will not be required.	Noted	Agreed

Signatures

6.1 This Statement of Common Ground is agreed:

On behalf of National Highways:


Name: Catherine Townend

Signature: 

Date: 02/05/2023

On behalf of Mallard Pass Solar Farm Limited:

Name: Sarah Price

Signature: 

Date: 02/05/2023