

The following answers are based on our Stage Two scheme currently out for consultation. Following close of consultation, we will be carefully considering responses and deciding what further changes, if any, to make to the scheme, and therefore the answers below may change in relation to our final proposals.

1. How many of the green equipment cabins are there going to be across the whole site?

If you are referring to the central container inverters that are often painted with a green finish, Table 5.4 (Central Container Inverter Parameters) of the [PEIR](#), states that the maximum number of central container inverters will be 84. However, if you are referring to equipment cabins, as of Stage Two consultation, it has not been determined how many equipment cabins there are going to be across the whole site.

2. How many lightning conductors are going to be across the whole site?

As of Stage Two consultation, it has not been determined how many lightning protection masts there are going to be across the whole site. We appreciate that it is frustrating that this information is not available now, however, we are still developing our proposals, including taking into account consultation responses that we receive at Stage Two. We will be preparing an Environmental Statement which will be submitted with the DCO application which will include further detail on assumptions on equipment to be placed on the site during construction and operation to ensure a worse case assessment of environmental effects.

3. How many CCTV cameras are there going to be across the whole site?

In Table 5.10 (CCTV Parameters) of the [PEIR](#), on page 109, it states that the indicative number of CCTV cameras is 1,320.

4. Will the CCTV cameras be solar powered and how much cabling will be required?

As of Stage Two consultation, it has not been determined whether the CCTV cameras will be solar powered and how much cabling will be required. We appreciate that it is frustrating that this information is not available now, however, we are still developing our proposals, including taking into account consultation responses that we receive at Stage Two. We will be preparing an Environmental Statement which will be submitted with the DCO application which will include further detail on assumptions on equipment to be placed on the site during construction and operation to ensure a worse case assessment of environmental effects.

- 5. There was no mention of the 100 ton abnormal load (transformer) mentioned in consultation document and the proposed transportation route. Why not? Could you also clarify details load length and proposed route of transformer.**

In Section 5.14.5 of the [PEIR](#), on page 122, it states: 'it is expected that a large transformer (in excess of 100 tonnes) will be required, therefore an Abnormal Indivisible Load (AIL) assessment will be undertaken. At this stage in the process, Route 1 is the preferred entry and exit route for AIL and segments of this route have been included within the redline boundary extents as initial swept path analysis along this route has identified the potential need for temporary localised road widening, temporary adjustments to the highway arrangement and/or street furniture, or other highway improvements between the A1 and the Solar PV Site. Further swept path analysis needs to be undertaken as well as consultation with the Local Highways Authority to discuss and agree the approach to any temporary measures required. Any works and associated mitigation measures along this route will be clearly described and assessed within the ES.'

- 6. There is talk of China preparing themselves for sanctions for when and not if it invades Taiwan. Supposing this happened would the development be a dead duck. At present the majority of all solar panel manufacture is in China. The source of the major material component of panels is in China. Also have you completed a Risk Assessment for the above? Also have you completed a disaster plan?**

While China is the major source of solar PV manufacturing, solar PV is developed elsewhere across the globe. Any potential impacts on supply, for any reason, will be considered and contingency plans put in place as needed in order to minimise potential impacts on delivery of Mallard Pass (subject to successful grant of DCO).

- 7. With regard to 6. The proposed solar panels to be used at Mallard Pass the manufacturing guarantee who would this be? Would this be Canadian Solar or would they be classed as the supplier? Would the solar panels be of Canadian manufacture or Chinese manufacture?**

At this stage, it has not been determined where the Solar PV Arrays will be manufactured. You can also view our Outline Employment Skills and Supply Chain Plan (OESSCEP), linked [here](#), which details opportunities for the involvement of local companies in the construction and operation supply chain; the ability of local residents to access employment opportunities associated with the construction and operation of the Development; and the ability of research organisations to use the site to enable research and innovation in the renewable energy sector. The OESSCEP also outlines how Mallard Pass seeks to create opportunities for the improvement and employment of local skills.

8. What is the envisaged cubic volume of concrete to be used across the entire site with regard mounting the solar panels and the green cabins?

As of Stage Two consultation, it has not been determined what the cubic volume of concrete will be across the site for the mounting structures and green cabins.

However, in Table 5.1 of the [PEIR](#), on page 96, it states that the foundation type for Solar PV Modules will be either pile drive, screw mounted, or concrete shoes, and this equated to around 30 piles per full table of Solar PV Modules and 15 piles per half table. Our Environmental Impact Assessment is based on the 'Rochdale Envelope' approach where a worst case basis is assessed to allow for flexibility when it comes to delivering the project, allowing the most efficient processes to be followed. Therefore, the impact of the use of concrete (if it indeed represents the most impactful way of delivering a particular element of the scheme) will have been accounted for.

9. To ensure protection of the wildlife and habitat around the ponds on the proposed site and nearby what mitigation measures do you propose during the transportation and construction phase?

For information regarding Ecology and Biodiversity, please see Chapter 7 of the [PEIR](#), starting on page 192. This chapter considers the potential effects generated by Mallard Pass during construction, operation, and decommissioning in relation to Ecology and Biodiversity.

10. The PEIR documents have many volumes. When was this process inception date? In other words how long did it take to do the investigative information gathering through to production?

In Section 2.5.7 of the [PEIR](#), on page 49, it states that environmental surveys of the Site and study areas were carried out during 2021 and 2022, some of which are ongoing, in order to establish a clear baseline against which the effects of Mallard Pass can be assessed. Further details of the baseline environment are provided in Chapter 3 of the PEIR (Description of the Site and Natural Evolution of the Baseline).

Please note, following statutory consultation on the PEIR and consideration of the feedback received, the design for Mallard Pass will be further refined and the PEIR will be developed into an Environmental Statement, which will be submitted as part of the suite of DCO application materials.

11. At the latest consultation meetings there was very little photographic displays of the solar panels, the deer fencing, and the green cabins. Why was this?

Please view our series of visualisation linked here: [visualisations 1-20](#), and [visualisations 21-40](#), and also series of [cross sectional diagrams](#) which also show new planting heights indicated at year 1 and year 15.

**12. Can you please confirm the proposed transportation routes of construction traffic?
What transportation routes did you conduct risk assessments to public health and the environment?**

There are three potential key construction access routes that have been identified, which are assessed and presented within Chapter 9: *Access and Highways* of the [PEIR](#). This includes:

- Route 1 proposes to access the Solar PV Site from the A1 in the west, which forms part of the SRN, via the B1081 Old Great North Road, Ryhall Road and the A6121 Essendine Road (see Figure 9.2).
- Route 2 proposes to access the Solar PV Site from the east and the junction of the A47 with the A15 at Peterborough which forms part of the SRN. Vehicles will travel via the A15, the A1175 Main Road, Uffington Road via Stamford, before joining onto the A6121 Ryhall Road and the A6121 Essendine Road (see Figure 9.3).
- Route 3 proposes to access the Solar PV Site via the junction of the A47 with the A15 from the east, before travelling via Bourne (A15) and Raymond Mays Way (south of Bourne), before finally joining onto the A6121 Stamford Road (see Figure 9.4).

We recognise the potential impact of construction on our neighbours and communities. Therefore, we will put in place plans designed to ensure potential impacts are managed and properly communicated.

So, as part of this consultation, we have included a draft Outline Construction Traffic Management Plan (oCTMP) which can be found within Chapter 9 of the PEIR under Appendix 9.5. The purpose of the oCTMP is to set out the management, mitigation, and monitoring strategy for construction traffic for the Proposed Development. The draft oCTMP relates only to the construction phase and considers the management of traffic associated with construction activities and the anticipated construction compounds, vehicle routeing and site access, signage and site arrangement, mitigation measures and measures. This will be turned into a detailed CTMP prior to the implementation of the development and will include monitoring and review mechanism to ensure impacts are minimised through construction.

Also, an outline Construction Environmental Management Plan (oCEMP) will be prepared, which will focus on the wider environmental management and mitigation measures, rather than focusing solely on traffic. The oCEMP along with the oCTMP are 'live' documents and will be updated, when necessary, by the contractor's input to set out the strategy to manage construction vehicle access to the Site and manage construction the environmental effects of the Site, as discussed in Chapter 9 of the PEIR.

13. Are there any plans to compensate house owners for the drop in the values of their houses that are close by the site and those houses affected by the chosen route of construction transportation?

We do understand that there are local impacts felt by communities hosting nationally significant infrastructure projects and we understand that the Government is currently considering whether a similar approach should be taken to solar as is currently taken with onshore wind, whereby a sum per MW is applied. However, at this stage, Mallard Pass prefers to ensure that local benefits are delivered directly as part of our scheme.

Under the current planning regime, financial contributions that Mallard Pass make would need to meet strict legal tests, including that the contribution was necessary to address the effects of the project and reasonable in all other respects. Mallard Pass is therefore first seeking to incorporate any potential community benefits into the final design of the project, particularly through the implementation of our proposed mitigation and enhancement measures. Through these measures, we aim to mitigate potential visual impacts on residential amenity, provide further opportunities for recreational connectivity and community leisure, enhance ecological connectivity, and deliver a biodiversity net gain. Specifically, we propose to deliver these enhancements through the planting of new tree belts, the introduction of approximately 4.7 kilometres of new permissive paths, the creation of nature and wildlife-viewing areas for the community, and the installation of picnic benches as well as a low-key nature area, amongst other proposed measures.