

Submission ID: 17827

Please see attached file for our comments

15<sup>th</sup> June 2023

**Ref; 2023/0120/NSIPCO Mallard Pass Nationally Significant Infrastructure Project**

Great Casterton Parish Council opposes this proposal for the following reasons.

1. The location and scale of the project is inappropriate. The layout of the land to be developed seems sub-optimal with what appears to be a huge perimeter distance in relation to the overall area. The installation essentially encloses the village of Essendine.
2. Notwithstanding any mitigation measures there will be a significantly detrimental impact upon the visual aspect of the landscape.
3. The installation will result in a significant loss of agricultural land rated (best most versatile).
4. There would be a reduction in bio-diversity and habitat.
5. Public rights of way and access to the great outdoors would be impinged.
6. There is an increased risk of flooding due to surface water run off.

However, our principal objection relates to transport matters pertaining to the construction phase, and for that reason this written representation is limited in scope to these transport issues.

7. Of primary concern to Great Casterton Parish Council is the impact upon our village during the planned two year construction phase. The proposed route requires HGV's and any abnormal loads to negotiate, what is commonly accepted to be, a dangerous crossroads linking the Old Great North Road (B1081), Pickworth Road and Ryhall Road (A6121) at the heart of our village and close to educational and childcare facilities. We suggest access to and egress from the site be gained from the east via the A15 and Bourne.
8. With a national award-winning school in our historic rural village, we are concerned for the impact the construction route will have on the health and safety of the 700 pupils commuting to the school daily. This concern is echoed by RCC within its Local Impact Report (LIR), Item #138. We note that the applicant uses wording in their Outline Construction Traffic Management Plan (OCTMP) to limit deliveries to the primary compound between the hours of 09:00 and 15:00. This means that, ostensibly, HGV traffic could be travelling through village at peak times. We would suggest clarifying the wording to ensure no Mallard Pass HGV traffic passes through the village before 09:15 or between 14:30 and 16:00.
9. In Item 138 of the LIR. It is noted by RCC that the A6121 is a route designated for abnormal loads between Stamford and Newark (ref. HiR40), however it is GCPC's understanding that this for high loads only and not necessarily long loads such as those proposed by the applicant. We question the routes suitability for long loads, notably, at the aforementioned crossroads. We suggest that swept path analysis be conducted for worst case scenarios at this location.
10. Great Casterton Parish Council has been excluded from the developer proposed Traffic Management Working Group. We suspect that this is an oversight, however we request inclusion should the DCO be approved.
11. RCC highways department has proposed "junction improvement works" and GCPC would like to see details of any proposed measures within Great Casterton. (Item 137 within the LIR).

12. In its LIR, RCC has proposed that the developer provide a community benefits package. GCPC is provisionally supportive of this and would be interested to learn if such benefits could include improvements to longer term road infrastructure, safety and signage.

Alasdair Ryder

Chair, Great Casterton Parish Council