

Agenda Item: Construction Traffic and Access

From [REDACTED], Gt Staughton Parish Council [REDACTED]

1. General Traffic

The Parish Council is very concerned about access to the site in what is a rural location with a corresponding road network. If permission is granted conditions must include stringent regulations and enforcement that all site traffic must only use agreed access roads and this must be supported by proper enforcement technology

We note the estimate of 7200HGV movements and that a peak 850 workers could result in up to 8000 weekly movements at a sharing rate of 1.4.

We understand that Brockwell's intention is for all the site traffic to come from the A1 along the B645 and enter the point at SA16. However, we would like to see a commitment that this will be strictly enforced otherwise we suspect that construction traffic including HGVs will be tempted to take the shortcut from SA12 back through the village in a way that would be exceedingly dangerous and disruptive:

- past the school and doctors surgery where we have already had close shaves brought to the attention of PC by concerned residents
- through the 'The Town' our historic core where the road is very narrow and houses have minimal foundations

We note that national highways objects to the DCO, referencing the number of vehicles and impact on b645/A1 junction, insufficient detail as to how traffic will be managed and the lack of a construction workforce travel plan.

2. Recent highway safety record

We think the applicant's safety data (cut off at March 2025) glosses over a worrying pattern of incidents in the immediate vicinity of Gt Staughton and there have been four serious or fatal incidents since 2023.

B645 (MAIN ACCESS SA16 to site D). This stretch of road is considered locally to be extremely dangerous:

- **August 2024:** A fatal collision involving a lorry between Hail Weston and Staughton Highway.
- **December 2025 (Operation Stockwell):** A serious injury collision involving a lorry on the same stretch.
- **January 2023** head on collision involving two cars on the same stretch

Gt Staughton Road towards Pertenhall, around SA12 and the Zantra site

This minor road is not suitable for HGVs, being barely more than 5m of tarmac wide in some places, with two passing HGVs requiring **5.7m** of width to clear their mirrors safely. Also the use of this stretch of road will make it very tempting, without very

strict enforcement, for construction traffic to take shortcuts through the village. It would be better if this stretch of road was not used at all for construction traffic.

- In January 2023 there was a serious collision involving car and HGV on the Gt Staughton Road towards Pertenhall.

There was also a fatal collision of the Gt Staughton road towards Pertenhall in 2014

(Zantra/Garden Farm)

Furthermore the Transport Assessment fails to consider the intensification of the Zantra facility at Garden Farm. Recent planning approvals there are already set to significantly increase HGV flows on the narrow Pertenhall Road.

3. Obstruction to B645

We are concerned that the project will cause obstruction on the B645 (especially around the main site D access SA16) which is the route to and from work school and shops for many parish residents. Any blockages, hold-ups or temporary traffic signals will come at a significant economic and social cost to local residents.

4. Threat to the Roman Town Scheduled Monument

We are concerned that the proposed access route appears to travel over the newly designated Roman Town Scheduled Monument, with cable trenching potentially under it. To avoid risk of damaging the monument, it would be better if the access route and cabling should be kept well away from the monument

5. Requests to the Examining Authority

It is proposed that the following become mandatory Conditions of Consent:

1. **Automatic Number Plate Recognition Enforcement:** Developer-funded cameras at village entrances to fine any project-related vehicle (including workers) entering the village core. This needs to be automatically enforced with bans and fines – red cards and financial penalties for this to have teeth + transparent disclosure; not apologies
2. **A Pre-Commencement Road Survey:** A legally binding 'Section 106' agreement for the developer to repair all road and verge degradation.
3. **A Physical Width Audit:** A requirement for the Applicant to prove, via 'Swept Path Analysis', how two HGVs can pass on Pigs' hill on the B645 and on Great Staughton Road without leaving the tarmac."
4. **Construction Traffic should not use the 'Gt Staughton Road'**, and instead should keep to a purpose built access track off the road network
5. **Construction Traffic and cabling should be kept well away from the scheduled monument.**