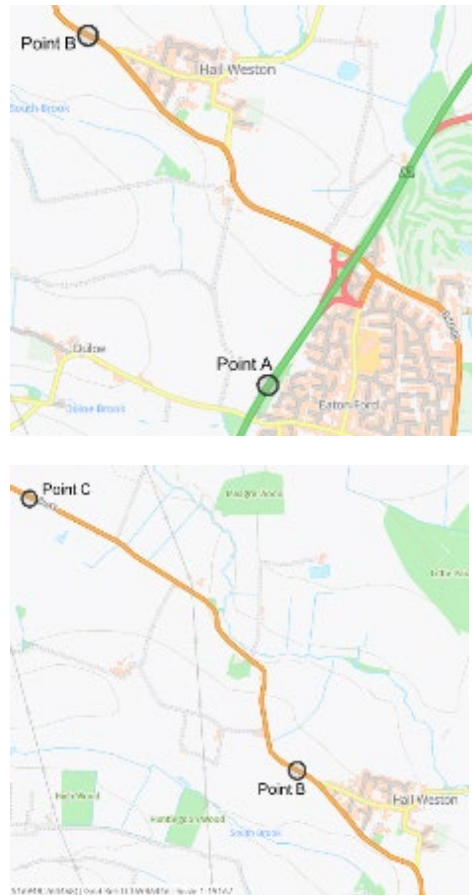


Evidence for ISH2 Construction Traffic Routes

East Park Energy DCO (EN010141)

Interested Party: [REDACTED]

This video evidence records a representative journey between the A1 just before the A1/B645 junction and the proposed access to Site D (start/finish marked Point A and Point C on the attached map). It is provided to illustrate the physical characteristics of the local road network and to assist the Examining Authority in understanding how the route operates in practice, beyond plan-based or modelled assessment.



The recorded route demonstrates a number of consistent characteristics relevant to the suitability of the network for sustained HGV movements:

- **Road width constraints** – sections of carriageway are insufficient to comfortably accommodate two large vehicles passing without encroachment onto verges;
- **Horizontal alignment** – frequent bends and winding sections limit forward visibility and require reduced speeds;
- **Tight turning geometry** – multiple bends require careful positioning even for light vehicles;
- **Restricted forward visibility** – hedgerows, field boundaries and road curvature significantly limit sightlines;

- **Lack of formal passing provision** – there are no engineered passing places along extended sections;
- **Edge conditions** – soft verges and limited road margins reduce the ability of vehicles to safely give way;
- **Interaction with local use** – the route functions as a shared rural corridor used by residents, agricultural vehicles and non-motorised users.

These characteristics are not unusual in a rural context. However, their significance arises from the scale, frequency and duration of HGV movements proposed.

The Transport Assessment assumes that the network can accommodate construction traffic within defined routing parameters. The observed conditions indicate that:

- routine two-way HGV movement would be constrained and, in places, impracticable without stopping or verge overrun;
- vehicles may be required to slow, manoeuvre or give way at multiple points along the route;
- driver visibility and reaction time would be reduced at bends and junctions; and
- the potential for conflict with other road users would increase materially.

These effects would not occur as isolated events, but would be repeated over the course of the construction programme, which is anticipated to generate in excess of 10,000 HGV movements.

The purpose of this evidence is to demonstrate that the real-world operating characteristics of the network differ materially from those implied by high-level modelling.

In this context, the suitability of the route cannot be assessed solely on theoretical capacity or average flows. It must take into account the physical constraints, visibility limitations and interaction with local users demonstrated in the recorded journey.

This reinforces the need for:

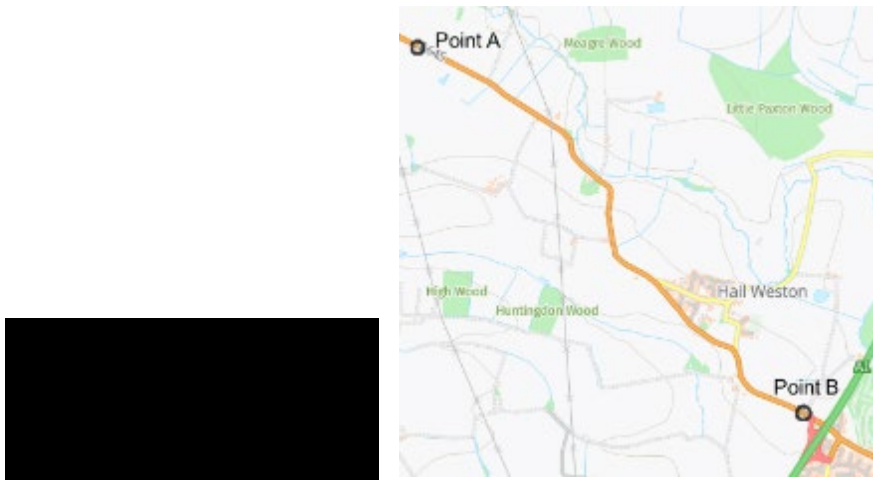
- clearly defined and enforceable routing controls;
- realistic assumptions regarding vehicle interaction; and
- a precautionary approach to safety and amenity on constrained rural roads.

Evidence for ISH2 Construction Traffic Routes

East Park Energy DCO (EN010141)

Interested Party: [REDACTED]

This video evidence records a representative journey travelling south east between the proposed main site access at Site D to just before the A1/B645 junction via Hail Weston (start/finish marked Point A and Point B on the attached map). It is provided to illustrate the physical characteristics of the local road network and to assist the Examining Authority in understanding how the route operates in practice, beyond plan-based or modelled assessment.



The recorded route demonstrates a number of consistent characteristics relevant to the suitability of the network for sustained HGV movements:

- **Road width constraints** – sections of carriageway are insufficient to comfortably accommodate two large vehicles passing without encroachment onto verges;
- **Horizontal alignment** – frequent bends and winding sections limit forward visibility and require reduced speeds;
- **Tight turning geometry** – multiple bends require careful positioning even for light vehicles;
- **Restricted forward visibility** – hedgerows, field boundaries and road curvature significantly limit sightlines;
- **Lack of formal passing provision** – there are no engineered passing places along extended sections;
- **Edge conditions** – soft verges and limited road margins reduce the ability of vehicles to safely give way;
- **Interaction with local use** – the route functions as a shared rural corridor used by residents, agricultural vehicles and non-motorised users.

These characteristics are not unusual in a rural context. However, their significance arises from the scale, frequency and duration of HGV movements proposed.

The Transport Assessment assumes that the network can accommodate construction traffic within defined routing parameters. The observed conditions indicate that:

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- vehicles may be required to slow, manoeuvre or give way at multiple points along the route;
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