

Project **Eastpark energy EN010141**

Subject **Objection to construction traffic controls**

From **Gt Staughton Parish Council (F96C78C60)**

Date **3 August 2026**

The Parish council wishes to voice its continuing concern that the revised transport documents do not address the feedback that we and many residents have previously provided.

Enforcement of HGV Restrictions

The updated Outline Construction Traffic Management Plan relies heavily on self-regulation and retrospective reporting. We remain concerned that there is no robust, real-time enforcement mechanism to stop HGVs from routing directly through our village. Relying on voluntary compliance by third-party hauliers is inadequate to protect our community from the physical impact of heavy vehicles. There should be binding, independently monitored routing enforcement for HGVs.

Worker Traffic

While the developer has proposed a voluntary car-sharing plan, there seems to be no plan to enforce it. Hundreds of private cars and light commercial vans will still be free to use our village and our narrow local lanes as a daily shortcut. To avoid this outcome, the Parish Council requests that the examining authority replaces the applicant's reliance on voluntary compliance with binding requirements:

- 100% of workforce vehicles must report to the main site D access, with direct private vehicle access to satellite compounds via local roads being prohibited
- windscreen permits for all project-related vehicles, combined with ANPR monitoring on the local roads and independent enforcement

Traffic Pinch Point on Great Staughton Road (between sites B and C)

The updated plans still envisage that large volumes of construction traffic will use a narrow stretch of the Great Staughton Road, located just west of the Town around SA12 and the Zantra/Agrovista site at Garden Farm. This pinch point is unsuitable for increased heavy construction traffic and other workforce vehicles. The current submission by the developer does not provide adequate measures to manage the safety and bottleneck risks at this location. Also, if there are access points from this section of highway to the sites, it will further incentivise worker traffic to take shortcuts through the local villages rather than using the main site entrance. We request that all site traffic should be routed through the construction site rather than using this unsuitable section of public road.

Note - this submission updates our position on this unresolved matter and is matter without prejudice to our objection to the Scheme as a whole