

I made representations that the itinerary for the July accompanied site visit should include traffic hotspots. The case manager replied on 8th July that "The Examining Authority note that potential traffic associated with the Proposed Development would not use the roads to the west of the A607 in Navenby and Harmston or the junctions at both ends of Green Man Road". I queried the accuracy of this statement and was advised to submit this query "at Deadline 3 (12 August 2025) through the Have your say submissions page. The Examining Authority will then take this into consideration".

First, the case manager's email of 8th July stated that "traffic associated with the Proposed Development would not use the roads to the west of the A607 in Navenby and Harmston". Indeed fig 14.4 of the Environmental Statement (APP-070) shows neither HGV or LGV traffic routing to the A607. However, para 5.5.1 of REP1-062 says "All HGV construction traffic must adhere to the prescribed routeing strategy" but is silent on LGVs. As pointed out previously, the easiest route between the Springwell compounds and Newark, Hykeham (and more distant destinations via the A46) is to cross the A607 and travel through Navenby and Harmston. I therefore cannot see anything in the documents that ensures LGV construction traffic does not use the roads of concern. I therefore ask that the ExA consider the suitability of these roads for additional LGV traffic and, if there would be an adverse impact on Navenby and Harmston of LGVs, enquire whether and how the applicant proposes to enforce the prescribed routing strategy and prevent LGVs going through Navenby and Harmston.

My second point is that the 8th July email went on to say that "traffic associated with the Proposed Development would not use ... the junction at .. Green Man Road". The routing strategy shows HGVs and LGVs passing through the Green Man Road/A15 junction (albeit not travelling down Green Man Road). This is an accident hot spot and collisions here invariably involve at least one vehicle that is not using Green Man Road and should therefore be considered by the ExA. There are frequent injury accidents reported to the Police (using crashmap.co.uk, it can be seen there were 7 injury accidents at the junction during 2021-23, the last three years for which data is publicly available) as well as numerous other collisions (e.g. the road signs are regularly demolished by A15 traffic seeking to avoid read-end shunts with local traffic turning into Green Man Road). These collisions illustrate the unsuitability of the A15 at this point for development generating additional traffic. As always, I would add the cumulative traffic impact needs to be borne in mind (e.g. the proposed Navenby BESS construction traffic will all pass through the Green Man Road junction with the A15).