

Harmston Parish Council - Interested Party Reference Number: FGES-SP014

Our main objection to the current plans associated with the Fosse Green Energy (FGE) project is the traffic management of the vehicles (both HGV and LGV/cars used by contractors) during both the construction phase as well as the subsequent operational phase of the project.

The Traffic Management Plan (Framework CTMP/EN01054/APP/7.18) and other supporting documentation highlights that up to 600 LGVs/car movements a day will occur during the 18 month construction phase for the solar array which could be extended if the Battery Energy Storage System on site is also approved. Although under current plans, the North Hykeham Relief Road will have been completed by the end of 2028 - prior to the start of the FGE construction phase - there is no clarity and some contradictory statements within the documentation on the routing of both the HGV traffic as well as the LGV/cars used by contractors en-route to the site.

"APP-038 Para 13.4.67. Although the Proposed Development is located close to several villages/settlements including Thorpe on the Hill, Haddington and Bassingham, only a small proportion of trips are expected to either originate from or pass through these villages.. Any such trips are expected to be local construction worker trips and not HGV trips" However, the next paragraph (13.4.68) states "Where practicable, the Framework CTMP [EN01054/APP/7.18] will restrict HGVs to routes which avoid these villages" Hence, there appears to be conflicting statements viz a viz no HGVs (effectively being banned) or only no HGVs when it is PRACTICABLE. Furthermore, having specifically stated in APP-038 Para 13.4.67 that HGV trips will not pass through Haddington, APP-110 (Figure 13-4) shows HGVs being routed through the village. So when the Applicant states "where practicable" it in fact appears to be planned that that HGVs will go through these villages.

For the village of Harmston with its constrained and limited road infrastructure such clarity is essential to ensure that no construction traffic associated with the project utilises any routes through the village en route to the development. We would request that the ExA ensures that this constraint is placed on the developer and reflected in their traffic management plans.

There is a commitment to measures such as ANPR and fixed cameras being used to ensure compliance with the traffic management plan. We would seek to ensure those capabilities are deployed on Church Road and Vicarage Lane on the eastern side of the village and at the bottom of Station Road on the western side of the village so that compliance can be assured and monitored.

Our broader concerns over the inappropriate siting of the development and its cumulative effect on the rural nature of the area have been addressed in the NKDC LIR submission which we strongly support.