

From: [REDACTED] FCIPD FCMI



**The Venue**  
@ Navenby

**NAVENBY**  
At the Heart of  
the Lincolnshire  
Cliffe Villages

**NAVENBY PARISH COUNCIL**

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The Examining Authority

5 February 2026

**REPRESENTATIONS FOR FOSSE GREEN ENERGY EXAMINATION – SUBMISSION FOR DEADLINE 2**

**Introduction**

1. Navenby Parish Council (NPC) is concerned about the impact of the proposed Fosse Green Energy development on the wider area and shares many concerns, such as the socioeconomic impact on agriculture and tourism, raised by others. This representation relates solely to the potential traffic and transport impact upon the residents of Navenby during construction that do not appear to have been fully addressed in the Local Impact Report (LIR) published by Lincolnshire County Council (LCC).

**Green Man Road and Church Lane**

2. **Objection to Additional HGV (and LGV) Traffic.** Navenby High Street (the A607) runs north-south, and running east-west from it are Green Man Road, linking to the A15, and Church Lane. Within the village, both are flanked on both sides by homes, there is a children's playpark at the junction of Green Man Road and the High Dyke, and both have awkward junctions with the High Street. NPC is currently working to have HGVs banned from Green Man Road, but whatever the outcome of our submission to Highways, NPC does not wish to see additional HGVs or LGVs using Green Man Road or Church Lane to access the A607. Construction traffic transiting to and from the A607 and compounds to the east of the A607 should be restricted to use of the A15, A607, and Heath Lane (B1202), which has recently been resurfaced and runs through open farmland with no adjacent housing.

3. **Enforcement Measures.** NPC is also keen to secure robust monitoring and enforcement measures for non-compliance with any restrictions placed on construction traffic; our preference is for an ANPR system to be installed on Green Man Road and Church Lane (ideally networked in view of the likely concurrency of Fosse Green with other energy projects proposed for the area, which should also be subject to similar restrictions). Furthermore, NPC would wish to be consulted by LCC on the specific measures proposed prior to the finalisation of the Framework Construction Traffic Management Plan (CTMP).

4. **Inaccurate Assessment of the Collision Risk at the Green Man Road/A15 Junction.** We understand that Highways do not think that there is a particular risk of vehicle collisions at the junction of Green Man Road and the A15; the Chairman of the NPC has lived for 11 years in Greenman Farmhouse (LN5 0AT) facing this junction and disputes this assessment. On average there is at least one collision per month at this junction, the majority being rear-end shunts of vehicles travelling south that have stopped to turn right onto Green Man Road, often involving multiple vehicles travelling too close together. Many of these incidents do not result in the deployment of emergency services, so it is highly likely that there

are gaps in Highway's collision data. In 2024-2025, in separate incidents the directional signs situated on the western verge were demolished 3 times (this can be evidenced via Fix My Street), a vehicle crashed through the boundary wall of the neighbouring Lincoln Clubhouse, and 12 metres of the boundary wall of Greenman Farmhouse is still waiting to be rebuilt following a hit and run incident during the night. That none of these collisions has resulted in a serious injury or fatality is only a matter of chance, and any increase in HGVs in particular using that junction will inevitably increase this risk.

5. **Desired Outcome.** NPC requests the Examining Authority (ExA) to modify the Framework CTMP (AS -102) to reflect the wishes of the Council.

### **A607 Closure**

6. It is understood that the applicant wishes to install an underground cable in a corridor from the Principal site to the proposed National Grid Navenby Substation. The applicant, in APP-016 3.1 Draft Development Consent Order, seeks power to temporarily close roads and in Schedule 6 part one specifies closure to all traffic for the width of the A607 to facilitate the street works for the length coloured in green hatching on Sheet 14 of the streets, rights of way and access (REP1 004 revision 4); this is a stretch of the A607 a couple of hundred metres north of Boothby Graffoe. NPC is concerned about three aspects of this.

a. **Inconsistent Approach to Road Closures.** First, no justification is given for closure of the full width of this road. It is noted that the proposals for Green Man Road and the B1202 refer only to single lane closure, with no explanation given for why some roads are full width closure and others single lane. NPC requests the Examining Authority to amend the draft DCO so that disruption is minimised (e.g. by allowing continuing north-south access on the A607 - if necessary through a traffic light controlled single lane).

b. **Potential Impact on Cycle Path.** Second, neither the LIR nor applicant recognise that the hatched green area of the A607 has a cycle path; the Examining Authority is requested to explore the impact on cyclists.

c. **Potential Underestimation of Impact on Public Transport.** Third, referring not just to the A607 but also to the wider application, the applicant states the effects on public transport users is anticipated to be 'negligible', but does not elaborate and nor does the LIR - the ExA is requested to obtain the underlying analysis of the impacts on both PSVs and school buses and what query mitigations will be established to justify the assessment of a negligible impact on individual bus users.

*Yours faithfully,*

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