

East Park Energy Development Consent Order (EN010141)

Comments on any updated or additional documents from the Applicant: Applicant's drive-through of local highway network – note to accompany SEPE video

Stop East Park Energy (SEPE) is an independent, community-led group established in response to the proposed East Park Energy solar and Battery Energy Storage System (BESS) development. The group, which operates on an unfunded, entirely voluntary basis, has more than 1,000 registered supporters, and comprises residents, landowners and stakeholders from across Hail Weston, Great Staughton, Little Staughton, Pertenhall, Keysoe, Swineshead, and neighbouring settlements including Perry, Stonely, Kimbolton, Catworth, Buckden and St Neots, all of whom may be directly or indirectly affected by the project.

This document accompanies SEPE's submitted HGV partial construction traffic route video and is intended to assist the Examining Authority in understanding both the content of the footage and its relevance to the assessment of the proposed construction traffic route.

Purpose of the footage

The video provides supplementary visual evidence of the physical characteristics and operational context of the proposed main construction access route to Site D (SA16), viewed from the perspective of a heavy goods vehicle (HGV).

It has been prepared by SEPE in response to concerns that the Applicant's filmed drive-through does not reflect the experience or operational characteristics of HGVs. In particular, a standard vehicle drive-through does not adequately capture constraints arising from vehicle size, turning radius, road positioning and interaction with oncoming traffic and roadside features.

The footage is intended to support a more realistic and representative understanding of the route in real-world conditions, beyond what can be conveyed through plans, modelling or written submissions alone.

Nature of the recording

The footage was recorded at approximately 10:00am on 16 April 2026 from the cab of a Scania 6x2 tractor unit (unladen, without trailer). The vehicle travelled a

representative route from the A1 via the A1/B645 junction, along the B645 through Hail Weston, and down Pigg's Hill to the proposed main construction site entrance at Site D (SA16).

The video follows a continuous and sequential journey, capturing the route as experienced by an HGV driver.

Content shown

The footage illustrates, in sequence:

- the approach from the A1 and interaction with the A1/B645 junction;
- the alignment and geometry of the B645 through Hail Weston;
- the relationship of the route to residential frontages and properties adjoining the highway;
- road width characteristics, particularly along constrained sections;
- bends, changes in alignment, and forward visibility conditions;
- the descent along Pigg's Hill and approach to the proposed site entrance;
- the interaction between route geometry and HGV manoeuvrability; and
- the general operational context of the route from an HGV perspective.

The footage demonstrates that the experience of the route differs materially when undertaken by a heavy goods vehicle, highlighting constraints not apparent in smaller vehicle assessments.

Route suitability and constraints

The exercise also highlights a critical issue: it is not possible to complete all sections of the proposed construction traffic route using an HGV due to existing weight restrictions across significant sections.

The presence of these restrictions indicates that parts of the route are not suitable for vehicles of this scale, raising questions regarding the robustness and realism of the Applicant's assessment of construction traffic impacts over multi-year construction, replacement campaign and decommissioning phases.

On-screen aids

To assist interpretation, the footage includes:

- caption text identifying direction of travel, junctions, landmarks and properties fronting the B645; and
- privacy redaction measures obscuring vehicle registration numbers and any identifiable faces.

These features are included to aid orientation and ensure privacy.

How the footage should be read

The video is intended as supplementary visual material and should be read alongside submitted plans, written representations and other examination documents.

It is not a substitute for those materials, but a visual aid to assist the Examining Authority in understanding the real-world characteristics, constraints and operational context of the proposed construction traffic route.