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## Planning Inspectorate

### Planning Act 2008 (PA2008) section 92

Application by RWE Renewables UK Solar and Storage Limited (applicant) for an order granting development consent for Peartree Hill Solar Farm

Compulsory Acquisition Hearing 1 (CAH1) dealing with matters relating to the compulsory acquisition (CA) and temporary possession (TP)

**Objection on behalf of:** Caroline Mary Caley, Church farm, [REDACTED]  
[REDACTED] (Affected Person – AP)

### Agenda Point 4. Site-specific representations by APs

#### 1.0 Matters of Concern: Passing places on Meaux Lane, Routh

- 1.01 The affected person (AP) has no objection to the overall scheme and proposed development of a solar farm.
- 1.02 The AP is aware that the local highways authority are seeking amendments to the applicant's development consent to provide road widening/passing places along parts of Meaux Lane to allow HGV's to pass during the construction phase of the project.
- 1.03 The AP has received plan drawings (Drawing N: OP-J002-C-10), from the applicant detailing the possible positioning of passing places on their land shown as Appendix A attached to this representation.
- 1.04 These plan drawings have been annotated in order to correlate to a suite of photographs taken on 16<sup>th</sup> October to assist in illustrating the representation of the AP to the Examining Authority (ExA) made below. These are shown in Appendix B.
- 1.05 The AP has been told by the developer that the Highways Authority consider passing places of approximately 30 metres in length need to be built, to an adoptable standard by the applicant.



M.J. Broadhurst MRICS FAAV

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- 1.06 The AP has been told the carriageway width to allow HGV's to pass safely during the construction period, need to be at least 7.5 metres in width. Consequently, the areas highlighted (or parts thereof), may need to be acquired for this purpose.
- 1.07 The proposed land area shown as being 0.09 acres is garden land/small paddock immediately south to their residential home (Church Farm) of the AP.
- 1.08 To the highway verge, the boundary of this land parcel is a timber post and rail fence and established line of ornamental trees (see plan & photo ref. numbers 1., 2 and 3.)
- 1.09 The proposed land area shown on the plan drawing as being 0.16 acres is the AP's paddock opposite Church Farm.
- 1.10 To the highway verge, the boundary of this land parcel is an established thorn hedge. There is a stoned access extending over a culverted drain (see plan & photo ref. numbers 4., 5., 6., 7., 8. & 9.)
- 1.11 On the opposite side of the carriage way, west of Church Farm, buildings the AP has created a 'dry dike' the intention of which is not to be a water course, but to prevent trespass to land owned by the AP on the northern part of the carriageway.

## **2.0 Specific Reasons for an Objection**

- 2.01 Loss of established ornamental trees and intrusion into to Church Farm garden paddock, illustrated by photos 1., 2, & 3. Such is felt to significantly affect the amenity and privacy of the property garden.
- 2.02 Loss of an established hedgerow to Church Farm paddock, as illustrated by photos 6., 7., 8. & 9.

## **3.0 General Reasons for an Objection**

- 3.01 Traffic calming measures over the last couple of years have been introduced by the highway's authority to both Meaux Land and Meaux Road, which forms an alternative access from the A1035 carriageway leading east from the nearby Market Town of Beverley to the city of Kingston upon Hull.
- 3.02 Measures include bollards to narrow the carriageway, together with reducing the speed limit to 40 mph. It is the AP's view these have failed and by providing these 'passing places', in the positions sought will only increase speeding by motorists and potential future serious accidents.
- 3.03 The AP is aware that the highways authority are seeking several other similar passing places on their neighbours land (H N Sinkler & Sons).

- 3.04 The AP has entered into an Option agreement with the applicant for inclusion of land within the proposed development and is aware their neighbour H N Sinkler & Sons has done the same. The AP is also aware that to reduce traffic using Meaux Lane, during the construction period, the applicant is in the process or has secured landowner rights from Routh Farms Limited, whereby access will be taken directly from the A1035. The applicant believes as a result of such the inclusion of land take from their neighbour H N Sinkler & Sons for a proposed access onto Meaux Lane, has been withdrawn. This will result in significantly less traffic needing access down Meaux Lane and therefore a significant reduction in the need for passing places. Consequently, why are highways insisting on so many passing places at the north end of Meaux Lane? Such numbers are not considered proportionate to the likely number of vehicle movements.
- 3.04 Removal of established boundaries will not only mean loss of established environmental features but will raise security issues for any landowner in terms of trespass/hare coursing over their land, together with increased fly tipping.
- 3.05 Telephone and fibre internet cables are laid within the highway verge on the west side of Meaux Lane. Such is likely to be damaged, these serving Church Farm and other neighbouring properties along Meaux Lane.
- 3.06 The AP would welcome meeting the ExA as part of or subsequent to the hearing in order to hold dialogue over the AP's concerns and proposed solutions as set out below.

#### **4.0 The alternatives as considered by the AP**

- 4.01 It is considered that further dialogue between the developer and highways authority to come up with an alternative to alleviate concerns over what will be 'temporary' HGV movements during the planned period of construction.
- 4.02 If it is considered by the ExA, absolutely necessary to grant consent to include passing places, then the AP considers the proposal to take land from the residential element of their property is not acceptable. On the opposite side of the carriageway to the paddock land, the boundary is open to the verge as illustrated by photo 11.
- 4.03 Similarly the AP feels that the area 0.16 acres could be reduced and moved northwards of the carriageway in the position of the 'manmade dry dike' illustrated by photo 10.
- 4.04 The AP feels that traffic could be managed better by restricting HGV movements during peak periods between the hours of 7.30am – 9.30am and then again 3.30pm – 6.30pm, Mondays to Fridays.

Signed on behalf of the Affected Person (AP)

**LEONARDS – Chartered Surveys**

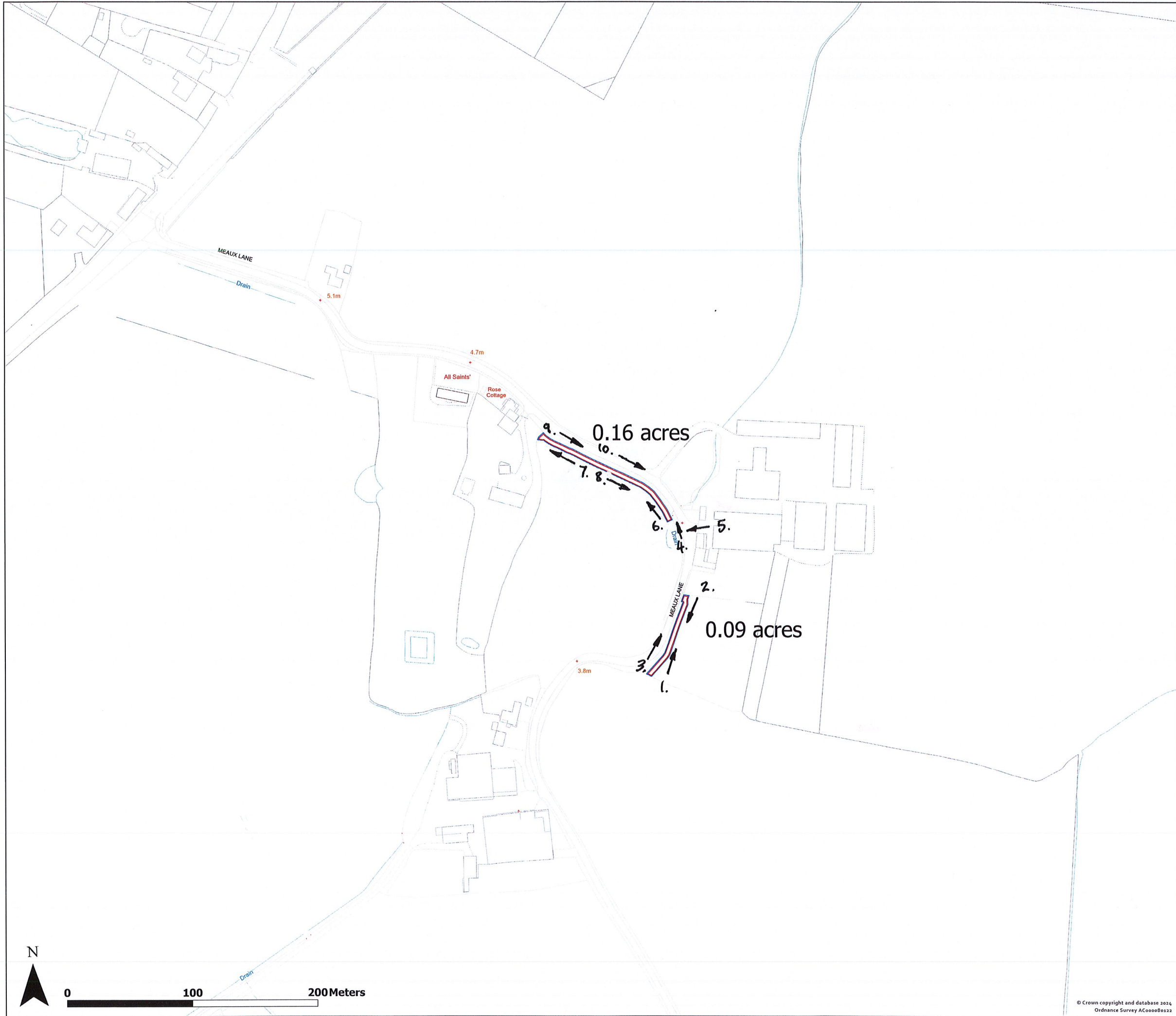


RICS Registered Valuer

**Date:** 17<sup>th</sup> October 2025

## Appendix A

Drawing No. OP-J002-C-10



**Legend**

- Premises
- Landlord's Property

**Option Plan**

Project: J002 Pear Tree  
Drawing No: OP-J002-C-10  
Drawn By: ML  
Date: 14/10/2025  
Scale: 1:1,000 @ A0





## Appendix B

Photographs as annotated on  
Drawing No. OP-J002-C-10



	1.
	2.
	3.



 A close-up photograph showing a white corrugated drainage pipe emerging from a brick-lined trench. The pipe is surrounded by green weeds and grass. In the background, a gravel area and a metal gate are visible next to a paved road.	4.
 A wide-angle photograph of a paved road curving to the right. On the left side of the road, there is a well-maintained green hedge. In the distance, a white van is visible on the road. The sky is overcast.	5.

	6.
	7.
	8.





9



10.



11.



**Caroline Mary Caley – Affected Person (AP)**