From: [redacted]
Sent: Wednesday, August 05, 2026 13:26
To: Light Valley Solar
Cc: [redacted]
Subject: Fw: Supporting documentation from South Milford Parish Council regarding EN0110012 - Light Valley Solar NSIP Application

Dear Planning Inspectorate,

FAO: Planning Inspectorate re EN0110012 - Light Valley Solar NSIP Application

Following the recent NSIP hearings regarding the Light Valley Solar application, please see the supporting documentation submitted on behalf of South Milford Parish Council Ref. FB32193DD and the Joint Group of Parish Councils, as requested.

The documents attached include:

- South Milford Parish Council / Joint PC presentation for the Open Floor Hearing held on the 29th July
- South Milford Parish Council presentation on Traffic and Transport
- Appendix (a) - NSIP data Aug 2025
- Appendix (b) - Renewable Energy Project data Q2 2025
- Appendix (c) - Cumulative Impact on the road network

Acknowledgement of AI use

During the preparation of this submission, I have used Google Search as a research tool, for content assistance; specifically, to check UK legislation, regulations, guidance and to assess the scale and locations of renewable energy projects across the Yorkshire region.

I have used ChatGPT and a number of websites in the drafting stage, to calculate the distances between renewable energy projects, as listed in Appendices (a) and (b).

I have reviewed and revised the material generated and take full responsibility for the final content.

We will provide a further submission in response to the issues raised and discussed at the Issue Specific Hearing on the 30th July.

Please let me know if you require any further information regarding this submission.

Yours faithfully,

[redacted]

South Milford Parish Council

South Milford Parish Council response to issues raised at EA hearings w/c 27th July 2026

Application reference: EN0110012 - Light Valley Solar

This submission contains additional information and comment submitted on behalf of South Milford Parish Council in relation to the application made by Light Valley Solar, in the light of the Open Floor and Issue Specific Hearings.

The Campaign to Protect Rural England (CPRE) suggests we are facing 'a tidal wave of solar farms on greenfield sites and working agricultural land'. With an increasing number of applications around the county leading to a change of use of thousands of acres of land, we feel this is an inappropriate industrialisation of the rural landscape and that for such development, brownfield sites should be considered.

Preliminary Works:

The scope of the preliminary works goes beyond what could be considered minor and includes: the removal of vegetation, installation of access points and remediation of land, which could entail large-scale ground works, requiring the use of heavy plant machinery.

We are concerned that these larger scale activities will generate HGV traffic and should not be allowed to be undertaken ahead of the main consented works which are controlled by the Construction Environmental Management Plan (CEMP), which will include traffic routes and operation hour restrictions.

We do, however, welcome early landscape mitigation planting, provided it is appropriately monitored once the development commences.

Maintenance Works (replacing installations during the 60-year lifespan):

The Applicant acknowledged that maintenance and repair works will include the replacement of parts, including solar panels and the BESS batteries. It is evident that the Applicant does not as yet know what technology will be used, given that technology is constantly evolving. We ask the EA to ensure that any repair or replacement work is linked to the same controls as the initial construction restrictions, including visual impact, noise, height and that no replacement installations are visually more harmful. For example, the solar panel height replacement in the years ahead are not taller in the landscape than those consented in the initial decision.

Agricultural Land Quality / Best and Most Versatile Land (BMV):

The EA established the following:

- 19.1Ha of land would be taken up by the BESS and other built structures. Over 60 years, this is regarded as a permanent loss, not a temporary loss.
- 1/3rd of the site would be landscaping or bird mitigation areas. This would be returned to agriculture at the end of the project.

The EA were rightly concerned that the 60 years of mitigation, in the form of hedgerows and woodland planting will be removed after decommissioning, just as they are coming to maturity. Therefore, we ask the EA to consider whether the Applicant's assessment of the impact on agriculture and land use, throughout the life-time of the project (from construction through to

decommissioning), together with the proposed mitigation measures, is complete, evidence-based and sufficient.

Design Criteria:

Local residents have described the design of the proposed solar project as immature, with design documents that lack clarity and detail. It is evident from the hearings that the Applicant has not finalised the design or selection of BESS and solar panel technologies, including whether the panels should be fixed or motorised/swivelling. This is to enable whoever develops the site in the future to have the freedom of choice when considering technological options. The Applicant is simply seeking to gain approval for what they consider to be a worst-case scenario. It is therefore unrealistic for the Applicant to make claims that relate to aspects such as visual impact, height and specific noise emissions. We ask that the EA consider if the design is adequately mature, and whether the proposed mitigating actions are good enough, particularly in terms of visual impact and noise.

Noise and Vibration:

It is evident that the Applicant has not finalised the selection of solar panel and BESS technology. It appears for example that motorised, rotating panels are an option within this uncertain design. We ask the EA to ensure that noise and other impacts on adjacent residents are considered based on the actual, selected solar panel and BESS technology.

Traffic and Transport:

In relation to the A63/A162 Monk Fryston roundabout, NYC confirmed that this roundabout is currently operating above capacity. The Phase 1 upgrade (due 2027) will not mitigate the current traffic flow, not to mention the increase in traffic expected as a result of the new commercial and residential developments in the area. As a result, NYC stated they are working on a longer Phase 2 upgrade which would possibly include additional lanes, but even this would not resolve the capacity problem. The Applicant admitted they are reliant on this junction as their preferred route and their only solution was to time deliveries outside peak hours. This is a completely inadequate response to the problem as the majority of the heavy traffic at the roundabout will come from the new commercial developments in the Sherburn Industrial Estate, most of which work on a 24hr shift rotation.

There was no indication that the Applicant intended to contribute to the required improvements or to fund any repairs to the road surfaces caused by the increase in abnormal loads on the minor rural roads.

There are also delays with regards to reviewing routes for abnormal loads and NYC confirmed that they will not be in a position to conclude their review in time for Local Impact Report submission deadline on 11th August.

We ask that the EA consider whether the Applicant's assessment of impact on traffic and transport, and proposed mitigating actions, are adequate given the current and well reported risks and traffic congestion in the area.

Construction activity will cause damage to local rural roads and verges, and we seek assurance that NYC will not have to fund repairs. Can the EA please ensure that the liability for remediation remains with the Applicant.

We also ask the EA to press NY Council for a thorough assessment of highways impact and alternative routes before any approval is considered.

South Milford Parish Council response to issues raised at EA hearings w/c 27th July 2026

Flood Risk, Drainage and Water Supply:

The EA were not satisfied with regards the flood data used and we welcome clarity of the Flood Zones 3a and 3b. We are concerned that certain sites are located on land with surface water flooding and this will require panels and other equipment to be lifted. If the Applicant plan any elevated installations, to avoid flooding areas, then the height limits on panels and buildings, and the subsequent visual impact would be of concern.

We also ask the EA to consider whether the Applicant has adequately assessed the demand for the millions of litres of water required for each cleaning cycle of the solar panels, throughout the operational life of the development, and whether detailed assessment has taken place with Yorkshire Water and others, to ensure local residents will not be adversely affected during periods of peak demand. The Applicant cited APP204 in the Open Hearing response, but this shows only 0.27 litres per m2 of panel per clean cycle, yet other sources indicate 2-4 litres per m2 would be required. We also ask the EA to ensure that water requirements for BESS firefighting be considered as part of these assessments, along with managing the impact and recovery cost from contaminated water, post any fire incident.

We ask the EA to confirm that the Applicant has thoroughly considered all forms of impact on the water environment, including drainage and flooding risks.

Landscape:

We are concerned with regards to the cumulative impact on the landscape character of the area and we support the NYC concerns. The Applicant stated that landscape mitigation would largely be in the form of little 'transplant trees' that grow 1ft per annum, however, this would not resolve the visual impact and glare in the early years.

Visual Impacts on nearby receptors (3 named properties and Public Rights of Way):

The lack of adequate 'buffer zones' between solar panels and associated buildings and adjoining residences is a concern. Typical buffer zones for other developments have been over 100m, far in excess of the 30m proposed by the Applicant. The Applicant stated that in relation to the residential properties, the view of the landscape was of '*low* value', which is completely incorrect. As such, they considered a 30m stand-off with some planting would be acceptable. The proposed buffer zones around the affected premises will have a significant impact on local residents and we consider the 30m buffer to be completely inadequate. There appears to be far greater protections for the wildlife than there is for the residents or business owners affected.

We respectfully ask the EA to consider the adequacy of buffer zones or 'setbacks' proposed by the Applicant.

Acknowledgement of AI use

I have not used any AI or AI-assisted technologies to prepare this work.

South Milford / Joint Parish Council presentation for LVS Open Meeting 29th July 2026

Application reference: EN0110012 - Light Valley Solar

Good morning. My name is Ceri Carter, and I am speaking today on behalf of South Milford Parish Council and 13 other Parish Councils that are directly affected by the Light Valley Solar proposal, namely:

1. Birkin
2. Burton Salmon
3. Chapel Haddlesey
4. Escrick
5. Hambleton
6. Hillam
7. Monk Fryston
8. Riccall
9. Skipwith
10. Thorganby
11. Thorpe Willoughby
12. West Haddlesey
13. Wistow

Whilst we support the transition to renewable energy and understand the need to improve the Country's energy security; we ask the Examining Authority to recognise the disproportionate burden this scheme places on our communities.

We strongly object to this proposal due to its scale (the immaturity of design and the number of sites involved), and the lack of consideration of alternative green technologies, that could have significantly lessened the impacts. As it stands, this scheme will be the size of a small town, and, as such, our communities will suffer, within a short space of time, significant and unacceptable changes to the landscape, character, appearance, and amenity of the area, contrary to regional policies[1].

By taking the most commercially available land across the total number of sites, the project has become fragmented in a manner that creates greater impact on all aspects, over a considerably larger area. It is our opinion that this project could have been better designed to significantly reduce the amount of land sacrificed, thereby lessening the impact.

Can the Applicant outline why a more compact proposal using alternative technologies, (which could deliver the same outcomes), has not been considered?

1. Impact on Landscape Character and Visual Amenity

For generations, we have enjoyed the tranquil, open rural character of the area, however, we now find ourselves in the middle of an 'infrastructure corridor' linking numerous green energy projects across the North of England, to Drax Power Station.

[1] The revised National Planning Policy Framework (due Summer 2026), the Selby District Core Strategy Local Plan (2013) and the Revised Publication: Selby Local Plan (2024) (now withdrawn)

Large areas of agricultural land are being sacrificed to host a sprawling network of uncoordinated Nationally Significant Infrastructure Projects (15) and a disproportionate number of lower-level green energy planning applications (70+) – *see Appendices (a) and (b).* We feel strongly that the lack of coordination is leading to the area becoming saturated with green energy infrastructure, and fear that this enforced industrialisation and damage will be permanent.

Playing host to the infrastructure corridor means we are carrying the burden of renewable energy connectivity for the Country, whilst seeing very little benefit, at a local level.

2. Loss of Best and Most Versatile Agricultural Land

All the sites within the scheme comprise productive arable land that contributes to local food security. It's not just the loss to food production but the potential impact on tenant farmers and associated contractors, who risk losing their jobs or face having the acreage they farm reduced.

This 60-year project is not a temporary loss. The 13-mile cable corridor will permanently scar the landscape, as the cabling will not be removed at the end of the project. In areas where the cable depth is less than 1.8m, the ability to farm the land will be significantly impaired, affecting crop yields, machinery access, and land recovery (UK Regs[2]).

3. Cumulative Impact

We have serious concerns about the cumulative impact of this proposal, when considered alongside other approved **residential, commercial and energy developments** in the area.

In addition to the renewable energy projects[3], there is the expansion of the Sherburn Industrial Estate (Sherburn II and 42) and the Gascoigne Interchange development (adjacent to site 8); the Lumby Limestone Quarry and Selby Motorway Services, combined with the new residential developments planned for nine of the local villages (Sherburn-in-Elmet, South Milford, Hambleton, Thorpe Willoughby, Brayton, Barlby, Osgoodby, Wheldrake and Wistow), which will all impact on the same area.

Are the Examining Authority confident that the Applicant has assessed the combined effects arising from multiple projects operating concurrently or sequentially, and can they show how this impact will be mitigated?

4. Residential Amenity

The scale, height, and spread of the solar panels, the fencing and associated infrastructure will be clearly visible from the roads, public footpaths and nearby homes, as outlined in the 'Zone of Theoretical Visibility'. There will be no escape from the views of solar panels when driving, walking or cycling between the villages, as recognised in the NYC Strategic Committee Report on 10th Feb 2026[4].

[2] The Electricity Safety, Quality and Continuity Regulations (2002)
[3] Q2 2025 – phase 2 consultation
[4] Para 4.8

The impact will include glint and glare, heat generation, water pollution, poor air quality (dust) and recurrent noise (vibration) from both the panels and the battery storage system[5].

Is the Examining Authority satisfied that the Applicant has fully assessed the impact on residents and businesses, especially those that will be surrounded on three sides by fields of solar panels? For example, Woodhaven Boarding Kennels, site 7 (which is an animal reception centre), where there are concerns that the heat and noise will cause unnecessary suffering for the animals.

5. Highway Safety and Traffic Volume – see separate report

Eight of the Parish Councils objected to the proposal on the grounds of highway safety and transport pressures. Whilst we are not qualified experts, we do experience the local congestion on a daily basis.

It is our opinion, that the Applicant has not demonstrated that the local road network can safely accommodate the additional volume of traffic associated with the construction and maintenance of this scheme. The baseline traffic surveys do not reflect the real-life conditions.

There are already pressing transport challenges affecting the key routes of the A63, A162 and A19. The current volume of traffic around the A162 and along the A63 in both directions from the Monk Fryston roundabout is already operating above capacity[6] and there are no 'approved' proposals to improve this junction – *see Appendix (c)*.

Many of the site access routes use constrained rural, single-track roads designed for local traffic, with no formal provision for pedestrians, cyclists or horse riders. An increase in traffic could lead to more collisions, further damage to road surfaces, and disruption to local residents.

Can the Applicant outline how they will mitigate the risks and manage the associated congestion around the site access routes?

We are extremely concerned as to the safety risks associated with the Battery Energy Storage System (BESS) planned for Monk Fryston. The risk of thermal runaway, leading to fires, explosions or the release of toxic gases[7] is a national concern. The Fire Service guidance states that responding to a BESS incident would require clear, permanent access for Fire Appliances to approach from multiple directions and to manoeuvre safely.

The volume of traffic on the A63 would severely impede the emergency services, when responding to any incident at the Monk Fryston BESS.

Are the Examining Authority confident that the Applicant can mitigate and manage the risks associated with the BESS?

[5] The BESS' transformers and cooling system running 24/7 (up to 91dB) will create significant background noise.
[6] Ref: Transport Assessment (06.03.14.01). Outline Construction Traffic Management Plan (OCTMP - 07.12)
[7] Hydrogen, hydrogen fluoride and carbon monoxide

6. Biodiversity and Ecology

In relation to the impact on wildlife, there is a lack of data with regards to Wintering Birds (sites 6-8). This is important, as there are a number of internationally recognised, sensitive wildlife sanctuaries in the area, such as the **Lower Derwent Valley National Nature Reserve** (which is a Site of Specific Scientific Interest[8] and a Ramsar[9] site); **Skipwith Common** and **Fairburn Ings RSPB** Nature Reserve.

As a consequence, we see thousands of visiting birds each year. There is a risk that large areas of solar panels may disturb 'migratory flightpaths' and create 'false lake' effects, resulting in death, injury and displacement amongst the visiting birdlife.

Are the Examining Authority confident that the Applicant has fully assessed the impact on wildlife, particularly for migratory birds, and included satisfactory mitigation?

How does the Applicant intend to monitor and measure the impact on the landscape, such as the increase in surface water.

And finally, the impact on the local water supply. **Are the Examining Authority confident that the Applicant has fully assessed the demand for water; to meet the essential requirements for cleaning the panels, dust suppression and BESS cooling. From where will the water supply be drawn and what impact will that have on our local communities, especially during periods of drought?**

Conclusion

In conclusion, we ask the Examining Authority to recognise the disproportionate burden this scheme places on our local communities.

The international asset management company behind this application will aim to extract the maximum amount of revenue from the scheme, to satisfy shareholder demand. We ask that the Examining Authority ensures that the Applicant fully commits to the necessary safeguards and benefits being built into the design of the project. We need to have **clear, protections in place; ongoing monitoring and management of mitigations;** and **long-term, sustainable, impactful benefits**, for the communities who host the infrastructure.

We do not want to wake-up in the 2030's to discover that we have suffered all of the downsides of the green energy growth, for the benefit of the Country, whilst foreign investors reap the financial rewards. We feel that the proposal could be delivered better, if a more coordinated, pared back approach was taken.

On behalf of our communities, we respectfully ask that this application be refused.

Thank you

[8] Site of Special Scientific Interest (SSSI)

[9] Ramsar Sites - wetlands designated as being of international importance under the Ramsar Convention (1971)

Acknowledgement of AI use

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I have used ChatGPT and a number of websites in the drafting stage, to calculate the distances between renewable energy projects, as listed in Appendices (a) and (b).

I have reviewed and revised the material generated and take full responsibility for the final content.

South Milford Parish Council Ref. FB32193DD presentation - Traffic and Transport

Application reference: EN0110012 - Light Valley Solar

Good morning. My name is Ceri Carter, and I am speaking today on behalf of South Milford Parish Council.

We ask the Examining Authority to recognise the disproportionate burden this scheme places on our local communities and, in particular, on the road network around the sites.

Eight of the local Parish Councils objected to the proposal on the grounds of highway safety and transport pressures. Whilst we are not qualified experts, we do experience the local congestion on a daily basis.

It is our opinion, that the Applicant has not demonstrated that the local road network can safely accommodate the additional volume of traffic associated with the construction and maintenance of this scheme. The proposal would result in additional Large Goods Vehicle (LGV) and abnormal load movements impacting on the local road network.

There are already pressing transport challenges affecting the key routes of the A63, A162 and the A19. Many of the site access routes use constrained rural, single-track roads designed for local traffic, with no formal provision for pedestrians, cyclists or horse riders. These minor roads often link Public Rights of Way, and are therefore regularly used by vulnerable pedestrians.

The baseline traffic surveys do not reflect the real-life conditions. We are concerned that the proposal will exacerbate congestion, risk an increase in road collisions, cause further damage to road surfaces and verges, and disruption to local residents.

Are the Examining Authority confident that the Applicant has fully assessed the traffic pressures along the key routes and can mitigate the risks around the site access routes?

A63 Selby Road / A162 Sherburn Bypass

The area around Sherburn-in-Elmet has seen exponential growth over the past 10 years. Sherburn is now the largest industrial estate employer in North Yorkshire, employing over 3,000 people. As a result, the current volume of traffic around the A162 Sherburn Bypass and along the A63 Selby Road in both directions from the Monk Fryston roundabout is already considered by North Yorkshire Council to be an over-capacity road network[1].

The approved expansion of the Industrial Estate (Sherburn II and 42) and the Gascoigne Interchange development (adjacent to site 8) will add a further 3,000 more daily car and Large Goods Vehicle (LGV) journeys onto the local road network - *see Appendix (c).*

As such, NYC has recently proposed a reduced 40-mph speed limit on stretches of the A162 around Sherburn-in-Elmet (north and south of the main A162/B1222/Moor Lane

[1] Transport Assessment (06.03.14.01) and Outline Construction Traffic Management Plan (OCTMP - 07.12)).

roundabout), specifically citing safety concerns and the unsuitability of the previous 60-mph limit, given the level of commercial development and characteristics of the road.

There are also several new residential developments planned for nine of the villages (Sherburn-in-Elmet, South Milford, Hambleton, Thorpe Willoughby, Brayton, Barlby, Osgoodby, Wheldrake and Wistow) and there are further commercial developments planned along the A63, between the A1M (Junction 42) and the Monk Fryston roundabout, namely the Yorkshire Green Energy Project, the Selby Motorway Services and the proposed Limestone Quarry at Lumby.

As a result, we are facing an exponential increase in traffic on the A63 Selby Road in the next year, and currently there are no 'approved' proposals to improve traffic flow at the Monk Fryston roundabout.

Are the Examining Authority confident that the Applicant has assessed the combined effects arising from multiple projects operating concurrently or sequentially, and have sufficient plans to mitigate the impact of this proposal?

We are extremely concerned as to the safety risks associated with the Battery Energy Storage System (BESS) planned for Monk Fryston. The Fire Service guidance states that responding to a BESS incident would require clear, permanent access for Fire Appliances to approach from multiple directions and to manoeuvre safely.

The volume of traffic on the A63 would severely impede the emergency services, when responding to any incident at the Monk Fryston BESS.

Are the Examining Authority confident that the Applicant can mitigate and manage the risks associated with the BESS?

Common Lane, South Milford

The proposed access route to sites 6 and 7 will be via the junction of A162 Sherburn Bypass with Common Lane, South Milford. This junction represents a risk due to its geometry and reduced visibility, with congestion already occurring during peak travel periods. Construction traffic travelling from the A63 will have to turn right, across oncoming traffic in order to use the proposed access route. This junction is also used by all pedestrians crossing this busy road to access the Common Lane Public Rights of Way. Members of the public already take their lives in their hands when crossing at this point – this is an accident waiting to happen.

Common Lane is a constrained single-track, rural road with limited width, restricted opportunities for vehicles to pass, with intermittent ditches on both sides of the road, soft and vulnerable verges, sharp bends, blind bridges and no formal provision or footpaths for pedestrians, cyclists or horse riders. Although Common Lane is subject to a 60-mph speed limit, a section of this road connects two Public Rights of Way (PRoW) and is regularly used by vulnerable road users.

Are the Examining Authority confident that the Applicant has fully assessed the impact on Common Lane; can manage the associated congestion around the site access route and mitigate the risks to vulnerable road users?

Public Rights of Way (PRoW)

South Milford has a limited number of Public Rights of Way. As a result, Common Lane is the only safe pedestrian walking route, popular with ramblers, connecting South Milford to Monk Fryston. **Following recent plans to divert another PRoW along Common Lane as part of the new Gascoigne Interchange development, the safety reports carried out as part of the Stopping Up Order stated that, the closure of the PRoW would increase the footfall on Common Lane and recommended a reduction of the speed limit to 30-mph.**

It is apparent that the Applicant is working from old data and is not aware that several of the level crossings adjacent to site 8 have been closed and pathways diverted. They have not taken account of the diversions and the resulting increase in footfall along this rural road.

If the proposal was to be approved, this would further limit the local foot access routes between the villages, contrary to local policy[2].

Are the Examining Authority confident that the Applicant has fully assessed the impact of increased traffic in this area and are there suitable plans to manage the congestion and mitigate the risks to vulnerable road users?

Conclusion

We feel that this proposal will contribute to the congestion; will impact on the connectivity between villages and limit residents' access to essential services.

The proposal offers little or no direct benefit to the local community, despite the burden of impact borne by the residents.

On behalf of our communities, we respectfully ask that this application be refused.

Thank you.

Acknowledgement of AI use

During the preparation of this submission, I have used Google Search as a research tool, for content assistance, specifically to check UK legislation, guidance, local assessments, Public Rights of Way diversions and data relating local road traffic collisions.

I have reviewed and revised the material generated and take full responsibility for the final content.

[2] *Selby Landscape Character Assessment; Character Area 8: Access and Recreation (2019).*

Nationally Significant Infrastructure Projects within a 15-mile radius of South Milford[i]

Drax Bioenergy with Carbon Capture and Storage Project – Drax Power Station (11 mile)
To install post-combustion capture technology that would capture carbon dioxide emissions from up to two of the existing biomass units at Drax Power Station. The proposal includes the construction and operation of carbon capture technology and associated equipment, and the integration of the units into the existing common services at Drax Power Station.

Drax Re-power – Drax Power Station (11 mile)
To modify up to two of the coal-fired generating units (known as Units 5 and 6) at Drax Power Station, to become a gas-powered generating plant.

East Yorkshire Solar Farm – 1.4km North-West of Howden (15 mile)
The construction, operation (including maintenance) and decommissioning of ground mounted solar photovoltaic (PV) panel arrays which will generate electrical energy from the sun. The scheme includes underground cabling to connect to the national electricity transmission network at National Grid's Drax substation; underground cabling between the areas of solar PV panels; areas of landscaping and biodiversity enhancement; and other associated development.

Eggborough Combined Cycle Gas Turbine (CCGT) – Eggborough (7 mile)
The construction and operation of a new CCGT generating station with a capacity of up to 2,500 MW, new gas pipeline to the National Transmission System (NTS) and other associated development.

Fenwick Solar Farm – Fenwick, Doncaster (12 mile)
The installation of solar photovoltaic (PV) generating panels, associated electrical equipment, cabling and energy storage facilities together with grid connection infrastructure. The generating capacity of the scheme will exceed 50 MW and its maximum capacity is anticipated to be 237.5 MW.

Ferrybridge Carbon Capture and Storage – Ferrybridge Power Station, Ferrybridge (5 mile)
Carbon Capture and Storage (CCS) technology for Ferrybridge 1 & 2 energy from waste facilities along with associated infrastructure works.

Ferrybridge Multifuel 2 (FM2) Power Station – Ferrybridge C Power Station, Ferrybridge (5 mile)
Proposed multifuel generating station with a capacity of up to 90 MW gross, capable of producing low carbon electricity and heat primarily through waste derived fuel from various sources of processed municipal solid waste, commercial and industrial waste and waste wood.

Ferrybridge Next Generation Power Station – Ferrybridge C Power Station, Ferrybridge (5 mile)
A generating station of up to 1.2 GW output capacity designed to run on 100% hydrogen and able to run on 100% natural gas and associated infrastructure including a gas pipeline of up to 10km to connect with the existing Feeder 29 of the National Grid transmission system; water supply and electricity connections; above ground installations; utilities connections; construction and operational laydown areas; access(es); and other associated and ancillary development.

Helios Renewable Energy Project – Camblesforth / Hirst Court (9 mile)
The installation of ground mounted solar arrays, energy storage and associated development comprising grid connection infrastructure and other infrastructure integral to the construction, operation, and maintenance of the development for the generation of over 50 MW of electricity.

Knottingley Power Project – Former Oxiris Chemical Works, Knottingley (5 mile)
A 1500 MW Combined Cycle Gas Turbine (CCGT) power station and associated infrastructure.

Light Valley Solar – Escrick to Sherburn-in-Elmet (1 mile)
The project comprises seven solar development sites, located in rural areas to the north and east of Selby, covering an area of approximately 1,022ha. Within the boundaries of these sites, ground mounted solar photovoltaic (PV) modules accompanied with the necessary infrastructure to generate and store electricity, and environmental mitigation / biodiversity net gain areas. The proposal also includes approximately 30km of underground cabling, both on and off-site, to connect between the sites and to National Grid's transmission network.

The project is a solar farm with associated Battery Energy Storage System (BESS) located near Selby, connecting to the National Grid's Monk Fryston substation. A 500 MW grid connection to the transmission network has been secured.

Thorpe Marsh Gas Pipeline - Camblesforth to Thorpe Marsh (9 mile)
The proposed gas pipeline will be a continuously welded buried steel pipeline of approximately 18km in length from an offtake approximately 1.5km west of Camblesforth to the Thorpe Marsh Combined Cycle Gas Turbine (CCGT) power station site. It will include the following elements: a Minimum Off-take Connection (MOC) to the National Transmission System (NTS) to be constructed and operated by the National Grid; offtake Above Ground Installation (AGI), adjacent to the National Grid offtake, which will contain pipeline control valves and Pipeline Internal Gauging (PIG) pigging facilities; a cross-country pipeline between the offtake AGI and the proposed CCGT power station; and a Gas Reception Facility (GRF) within the power station site which will contain pipeline control valves and pipeline pigging facilities.

White Rose Carbon Capture and Storage (CCS) Project – Drax Power Station (11 mile)
A 448 MW coal fired power station with carbon capture equipment. The main components of the development will include an oxy fuel pulverized coal boiler, turbine-generator unit, air separation unit, flue gas de-sulphurisation plant, gas condenser plant and carbon dioxide capture system together with associated development.

Yorkshire and Humber CCS Cross Country Pipeline (11 mile)
The construction of approximately a 75km onshore pipeline and associated infrastructure for the transportation of carbon dioxide. The pipeline will be routed from the proposed White Rose CCS Project (Drax, North Yorkshire) via proposed multi-junction at Camblesforth (North Yorkshire) to a land fall point near Barmston (East Riding of Yorkshire). The application will include associated infrastructure comprising Pipeline Internal Gauge (PIG) traps, a multi-junction, three block valves, a pumping station and associated works.

Yorkshire GREEN – Monk Fryston, A63 (2 mile)
A National Grid £400 million reinforcement project comprising a new 400 kV and 275 kV electricity transmission connection and associated development, which will upgrade the 36km transmission network around Monk Fryston, Tadcaster and Osbaldwick. The goal is to reinforce capacity for low-carbon power. Work is due for completion by 2027/28.

Acknowledgement of AI use

During the preparation of this submission, I have used Google Search as a research tool, for content assistance, specifically to check the locations of the NSIP developments across the Yorkshire region.

I have used ChatGPT and a number of websites in the drafting stage, to calculate the distances between the projects.

I have reviewed and revised the material generated and take full responsibility for the final content.

Renewable Energy Planning Applications within a 15-mile radius of South Milford

No.	Operator / Applicant	Site Name	Technology Type	Mounting (Solar)	Development Status (short)	Address	Postcode	Distance from S/Milford
1	Drax Power	Drax Biomass Power Station - Unit 1	Biomass (co-firing)		Operational	New Road, Selby	YO8 8PH	11 mile
2	Drax Power	Drax Biomass Power Station - Unit 3	Biomass (dedicated)		Operational	New Road, Selby	YO8 8PH	11 mile
3	Drax Power	Drax Biomass Power Station - Unit 2	Biomass (dedicated)		Operational	New Road, Selby	YO8 8PH	11 mile
4	TGC Renewables	Redmoor Farm	Solar Photovoltaics	Ground	Revised	Redmoor Farm, Skipwith Common Road, North Duffield, Selby	YO8 5DE	12 mile
5	REG Bio-Power	Whitemoor	Biomass (dedicated)		Operational	Whitemoor Business Park, Cliffe Rd, Cliffe Common, Selby	YO8 6EG	11 mile
6	Lightsource Renewable Energy	Land at Ash Row Farm	Solar Photovoltaics	Ground	Operational	Ash Row Farm, Bishopdyke Road, Sherburn in Elmet, Leeds	LS25 6JJ	2 mile
7	Kingspan Insulation	Kingspan Insulation	Advanced Conversion Technologies		Awaiting Construction	Kingspan Insulation Ltd, Enterprise Way, Sherburn in Elmet, Leeds	LS25 6NA	2 mile
8	Drax Power	Drax Biomass Power Station - Unit 4	Biomass (dedicated)		Operational	New Road, Selby	YO8 8PH	11 mile

9	Drax Group	Drax Re-Power	Battery		Awaiting Construction	New Road, Selby	YO8 8PH	11 mile
10	Green Hedge Energy	Rusholme Grange	Battery		Revised	Rusholme Grange, Rusholme Lane, Selby	YO8 8PW	12 mile
11	Island Green Power UK	Camblesforth Solar Farm	Solar Photovoltaics	Ground	Awaiting Construction	Land Off Camela Lane, Camblesforth, Selby	YO8 8HA	10 mile
12	Tag Energy UK	Lakeside Energy Storage Facility	Battery		Awaiting Construction	Off New Road, Selby	YO8 8FP	11 mile
13	Boom Developments Limited	Osgodby Grange, Osgodby - Solar Energy	Solar Photovoltaics	Ground	Awaiting Construction	Osgodby Grange, South Duffield Road, Osgodby, Selby	YO8 5HR	10 mile
14	Harmony Energy Storage	Rusholme Grange	Battery		Operational	Rusholme Grange, Rusholme Lane, Drax, Selby	YO8 8PW	12 mile
15	Aura Power	Hales Lane - Battery Storage Facility	Battery		Awaiting Construction	Hales Lane, Drax, Selby	YO8 8PL	11 mile
16	Vox Energy Limited	Barlow Road, Barlow - Battery Storage	Battery		Revised	Home Farm, Barlow Road, Barlow	YO8 8FX	8 mile
17	Saint-Gobain Glass Industry UK & Ireland	Weeland Road, Eggborough - Hydrogen Generation System	Hydrogen		Awaiting Construction	Glassworks, Weeland Road, Eggborough	DN14 0FD	7 mile
18	Enso Green Holdings D Limited	Helios Renewable Energy Project	Solar Photovoltaics	Ground	Application Submitted	SW/O Camblesforth & N/O Hirst Courtney, Selby	YO8 8QT	8 mile
19	Enso Green Holdings D Limited	Helios Renewable Energy Project	Battery		Application Submitted	SW/O Camblesforth & N/O Hirst Courtney, Selby	YO8 8QT	8 mile

20	Newton Energi Limited	Springfield Farm, Hensall - Battery Energy Storage Facility	Battery		Awaiting Construction	Springfield Farm, Weeland Road, Hensall, Selby	DN14 0RL	7 mile
21	Island Green Power	Carlton Solar Farm	Solar Photovoltaics	Ground	Awaiting Construction	S/O A645 Wade House Lane, Drax, Selby	YO8 8PN	11 mile
22	Island Green Power	Carlton Solar Farm	Battery		Awaiting Construction	S/O A645 Wade House Lane, Drax, Selby	YO8 8PN	11 mile
23	Vox Energy Limited	Barlow Road, Barlow Road - Battery Storage	Battery		Revised	Home Farm, Barlow Road, Barlow	YO8 8FX	8 mile
24	Mercia Power Response Limited	Hull Road - Battery Storage Facility	Battery		Awaiting Construction	Hull Road, Osgodby, Selby	YO8 5HW	9 mile
25	SSE Renewables	Monk Fryston Battery Storage	Battery		Under Construction	Land South of Electricity Substation Rawfield Lane, Fairburn, Selby	LS25 5LD	3 mile
26	Grenergy	Scalm Park, Wistow - Solar Farm & Battery Energy Storage	Solar Photovoltaics	Ground	Application Submitted	Scalm Park, Wistow	YO8 3RD	4 mile
27	Grenergy	Scalm Park, Wistow - Solar Farm & Battery Energy Storage	Battery		Application Submitted	Scalm Park, Wistow	YO8 3RD	4 mile
28	Ylem Energy Limited	Hull Road, Lund - Battery Energy Storage System	Battery		Awaiting Construction	West of Hull Road, Lund, Selby	YO8 6PG	10 mile

29	Future Biogas Limited	Market Weighton Road, Barlby - Anaerobic Digestion Facility	Anaerobic Digestion		Application Submitted	Market Weighton Road, Barlby, Selby	YO8 5LD	10 mile
30	Scottish and Southern Energy (SSE)	Ferrybridge Multifuel 2 (FM2)	EfW Incineration		Operational	Former Golf Course, Stranglands Lane, Knottingley	WF11 8SQ	6 mile
31	Scottish and Southern Energy (SSE)	Ferrybridge Multifuel 1 (FM1)	EfW Incineration		Operational	Ferrybridge C Power Station, PO Box 39, Stranglands Lane, Knottingley	WF11 8SQ	6 mile
32	Clean Power Properties & Network Rail Infrastructure	Wheldon Road	Anaerobic Digestion		Revised	Wheldon Road, Castleford	WF10 2PP	4 mile
33	Kelda Water Services	Knostrop WWTW AD	Anaerobic Digestion		Operational	Knostrop Sewage Treatment Works , Knowsthorpe Lane, Leeds		11 mile
34	Biffa	Skelton Grange Landfill	Landfill Gas		Operational	Skelton Grange Landfill , Newham Road , Newham Green , Leeds	LS15 9AD	8 mile
35	Natural Power	Peckfield Quarry Landfill Scheme	Landfill Gas		Operational	Peckfield Quarry, Pitt Lane, Micklefield, Leeds	LS25 4DW	4 mile
36	Clean Power Properties & Network Rail Infrastructure Ltd	Wheldon Road	Advanced Conversion Technologies		Revised	Wheldon Road, Castleford	WF10 4SX	4 mile

37	Veolia	Cross Green ERF	EfW Incineration		Operational	Former Wholesale Market Site, Newmarket Approach, Cross Green Industrial Estate, Leeds	LS9 0QB	10 mile
38	Biffa	Skelton Grange ERF	EfW Incineration		Revised	Former Skelton Grange Power Station Site, Pontefract Lane, Newsam Green, Leeds	LS15 9AD	9 mile
39	Envantage Renewables	Knottingley A	Solar Photovoltaics	Ground	Operational	Middle Lane, England Lane, Knottingley	WF11 0BZ	5 mile
40	Oakapple Renewable Energy Ltd	Haigh Hall Solar Farm	Solar Photovoltaics	Ground	Revised	Batley Road, Tingley, Wakefield	WF3 1HA	14 mile
41	Yorkshire Water	Knostrop Sewage Treatment Works	Anaerobic Digestion		Operational	Knostrop Treatment Works, Knowsthorpe Lane, Cross Green, Leeds	LS9 0PJ	11 mile
42	Envantage Renewables	Knottingley B	Solar Photovoltaics	Ground	Operational	Middle Lane, England Lane, Knottingley	WF11 0BZ	5 mile
43	Athos Solar	Haigh Hall Solar Farm	Solar Photovoltaics	Ground	Operational	Batley Road, Tingley, Wakefield	WF3 1HA	14 mile
44	Walker & Son (Hauliers) Limited	Kirkhaw Lane	Battery		Operational	Industrial Pallet And Transport, Kirkhaw Lane, Knottingley	WF11 8RD	4 mile
45	Walker & Son (Hauliers) Limited	Kirkhaw Lane	Battery		Revised	Industrial Pallet And Transpor, Kirkhaw Lane, Knottingley	WF11 8RD	4 mile
46	OnPath Energy	Barnsdale Road Solar Park	Solar Photovoltaics	Ground	Under Construction	Barnsdale Road, Kippax / Allerton Bywater	WF10 2AQ	7 mile

47	Walker & Son (Hauliers) Limited	Kirkhaw Lane Battery Storage	Battery		Revised	Kirkhaw Lane. Knottingley	WF11 8RD	4 mile
48	Catalyst Capital LLP	Skelton Grange Battery Storage Facility	Battery		Awaiting Construction	Former Skelton Grange Power Station Site, West Road, Leeds	LS10 1RR	10 mile
49	SSE Enterprise	Kirkhaw Lane - Battery Storage Energy	Battery		Revised	Ferrybridge Power Station, Kirkhaw Lane, Knottingley	WF11 8RB	4 mile
50	SSE Enterprise Contracting	Kirkhaw Lane - Battery Storage Energy	Battery		Awaiting Construction	Ferrybridge Power Station, Kirkhaw Lane, Knottingley	WF11 8RB	4 mile
51	Walker & Son (Hauliers) Limited / Vox Energy Limited	Kirkhaw Lane - Battery Storage	Battery		Revised	Industrial Pallet & Transport Services, Kirkhaw Lane, Knottingley	WF11 8RD	4 mile
52	Scottish & Southern Energy Scottish Hydro Electric	Skelton Grange – Energy Recovery Facility	EfW Incineration		Under Construction	Former Skelton Grange Power Station Site, Pontefract Lane, Newsam Green, Leeds	LS15 9AD	8 mile
53	Harmony Energy Limited	Neil Fox Way - Battery Storage	Battery		Application Submitted	South Of Wakefield B Substation and East of Neil Fox Way, Wakefield	WF1 5DB	12 mile
54	Harmony Energy Storage Limited	Stranglands Lane - Battery energy storage	Battery		Awaiting Construction	Holmfield Lane / Stranglands Lane, Knottingley	WF11 8TB	4 mile
55	Stockeld Farms Limited	Harrogate Road - Solar Panels	Solar Photovoltaics	Ground	Awaiting Construction	The Adventure Site, Stockeld Park, Harrogate Road, Stockeld	LS22 4AN	14 mile

56	Biffa Waste Services Limited	Skelton Grange Landfill Site, Pontefract Lane - Solar Farm	Solar Photovoltaics	Ground	Awaiting Construction	Skelton Grange Landfill Site, Newsam Green, Pontefract Lane, Richmond Hill, Leeds	LS15 9AD	8 mile
57	Ivegate Limited	Weeland Road, Kellingley - Solar Farm	Solar Photovoltaics	Ground	Application Submitted	Weeland Road, Kellingley, Knottingley	WF11 8EF	5 mile
58	Noventum Power Limited	Hillam Grange, Austfield Lane - Solar Farm	Solar Photovoltaics	Ground	Application Refused	Hillam Grange, Austfield Lane, Hillam	LS25 5NQ	2 mile
59	Downing Energy Development Company Limited	Castleford Wastewater Treatment Works, Wheldon Road - Solar Array	Solar Photovoltaics	Ground	Revised	Castleford Wastewater Treatment Works, Wheldon Road, Castleford	WF10 2PP	4 mile
60	Downing Renewables Llp	Knostrop Wastewater Treatment Works - Solar Array	Solar Photovoltaics	Ground	Awaiting Construction	Yorkshire Water Services, Knostrop Treatment Works, Knowsthorpe Lane, Cross Green, Leeds	LS9 0PJ	11 mile
61	Harmony LS Limited	Newton Lane, Ledston - Battery Storage Facility	Battery		Revised	Newton Lane, Ledston, Castleford	WF10 2AW	5 mile
62	Skelton Waste Disposal	Knowsthorpe Way, Cross Green - Combined Heat and Power Plant	EfW Incineration		Awaiting Construction	46 Knowsthorpe Way, Cross Green, Leeds	LS9 0SW	11 mile
63	Nel Tiger	Stocking Lane - Battery Energy Facility	Battery		Application Submitted	Stocking Lane, Weeland Road, Knottingley	WF11 8DL	5 mile

64	Ylem Energy Limited	Cooksland Farm, Old Snydale - Battery Energy Storage	Battery		Application Submitted	Cooksland Farm, Old Snydale, Pontefract	WF7 6HA	9 mile
65	AEUK Solar Project IX	Woodcock Solar Farm, Sweeming Lane - Solar Farm	Solar Photovoltaics	Ground	Application Submitted	Woodcock Solar Farm, SE/O Little Fenton, Sweeming Lane, Little Fenton, Leeds	LS25 6HQ	3 mile
66	AEUK Solar Project IX	Woodcock Solar Farm, Sweeming Lane - Battery Energy Storage	Battery		Application Submitted	Woodcock Solar Farm, SE/O Little Fenton, Sweeming Lane, Little Fenton, Leeds	LS25 6HQ	3 mile
67	Downing Llp	Horbury Wastewater Treatment Works, Dudfleet Lane - Solar Array	Solar Photovoltaics	Ground	Application Submitted	Horbury Wastewater Treatment Works, Dudfleet Lane, Wakefield	WF4 5EX	15 mile
68	Harmony LS Limited	Newton Lane, Ledston - Battery Storage Facility	Battery		Application Submitted	Newton Lane, Ledston, Castleford	WF10 2AW	5 mile
69	Harmony Energy Limited	Rawfield Lane - Battery Energy Storage System	Battery		Application Submitted	East Of Rawfield Lane, Fairburn	WF11 9LD	3 mile
70	Econergy International Limited	Hayton House Farm - Solar Farm	Solar Photovoltaics	Ground	Application Submitted	Hayton House Farm, Great North Road, Leeds	LS25 3AU	6 mile
71	Econergy International Limited	Hayton House Farm - Battery Storage	Battery		Application Submitted	Hayton House Farm, Great North Road, Leeds	LS25 3AU	6 mile

Acknowledgement of AI use

During the preparation of this submission, I have used Google Search as a research tool, for content assistance, specifically to check locations of solar developments.

I have used ChatGPT and a number of websites in the drafting stage, to calculate the distances between renewable energy projects.

I have reviewed and revised the material generated and take full responsibility for the final content.

Cumulative Impact on the road network around South Milford

The current volume of traffic around the A162 Sherburn Bypass and the A63 Selby Road in both directions from the JP Plant roundabout is already considered by North Yorkshire Council to be an over-capacity road network, as outlined in the *'Transport Assessment'* (06.03.14.01) and the *'Outline Construction Traffic Management Plan'* (OCTMP - 07.12).

Of particular concern is the residual cumulative impact of construction and operational traffic associated with multiple developments accessing the same routes over extended or overlapping time periods. The approved expansion of the Sherburn Industrial Estate (Sherburn 2 and 42) and the Gascoigne Interchange development will add a further 3000 more daily car and LGV journeys onto the local road network. As such, the application does not adequately reflect the combined effects of these proposals on the road network, capacity, or safety.

With reference to the Light Valley Solar documentation, the EIA Scoping Report (November 2024) does not make any reference to sites 6, 7 or 8.

The Light Valley Solar Preliminary Environmental Information Report, Vol. 1, Chapter 14: Traffic and Movement (June 2025) states:

Future baseline

14.7.25 There are currently no planned highway works within the Study Area beyond routine maintenance. However, at the meeting with NYC in March 2025 it was advised that design work was underway for improvements to the A63 / A162 Monk Fryston roundabout to provide additional capacity. It is anticipated that these works will be completed by 2028, in time for the commencement of construction. Ongoing consultation with NYC will ensure this timeline is confirmed ahead of the construction phase. If the junction improvements are not finished by the start of construction, pre-assessed alternative route options such as routing via the A19, will be implemented.

14.7.26 Traffic flows may change as a result of cumulative developments in the area. This is discussed further in Section 14.14.

Note: In relation to Point 14.7.26, the future developments detailed in section 14.14 do not include the Sherburn 2, Sherburn 42 or the full extent of the Gascoigne Interchange.

14.7.3 The surrounding Strategic Road Network (SRN) is comprised of the A1(M), the A63 and A64 in the west of the study area, the A19(T) in the east of the study area, the A64 to the north and the M62 to the south of the Proposed Development. Whilst the SRN is busy, the local highway network consists of mostly quiet rural roads. The local highway network serving the Proposed Development can be described as follows:

Table 14-12 Baseline Traffic Flows (2025) - AADT

Link	Sensitivity	Total Vehicles	HGV	%HGV
Fryston Common Lane	Medium	68	3	4%
Austfield Lane	Low	806	28	3%
Hillam Common Lane	Low	999	37	4%
Roe Lane	Medium	547	21	4%
Haddlesey Road	Medium	345	50	14%
Birkin Road	Medium	500	24	5%
Wheldrake Lane (S)	Low	1,471	56	4%
Wheldrake Lane	Low	2,297	92	4%
A19 Escrick	High	18,493	706	4%
Common Lane	Low	283	17	6%
A63	Medium	19,882	3,406	17%
A19 (North)	High	10,388	100	1%
A19 (South)	High	9,902	949	10%
A1(M)	Negligible	50,285	9,227	18%

It is also important to note that the HGV % rate of 17% on the A63 and A162 is extremely high for a rural single carriageway. It is very close to that seen on the A1(M) at 18%.

<u>The below shows the estimated increase in traffic resulting from the new developments within the Sherburn Industrial Estate – A162</u>

Sherburn 2 – A162

Development comprises over 540,000 sq ft of B2 and B8 industrial, manufacturing and distribution space over 26 acres.

		Car Parking Bays	HGV Bays	Car Journeys per day	HGV Journeys per day
Sherburn 2	North	112	19	134	30
Sherburn 2	374	361	34	433	54
Sherburn 2	North	42	8	50	13
		515	**61**	**617**	**97**

Sherburn 42 – A162
Development comprises four Grade A units, providing more than 660,000 sq ft of industrial space.

		Car Parking Bays	HGV Bays	Car Journeys per day	HGV Journeys per day
Sherburn 42	SH190	187	19	224	30
Sherburn 42	SH131	114	20	137	32
Sherburn 42	SH68	79	15	95	24
Sherburn 42	SH280	253	52	304	83
		633	**106**	**760**	**169**

Sherburn Park Gascoigne Interchange – A162
Planning has been granted for a strategic rail site, offering rail services and connections to all major ports and the Channel Tunnel.

		Car Parking Bays	HGV Bays	Car Journeys per day	HGV Journeys per day
Gascoigne	Estimated	918	134	1102	214

Cumulative Data – A162

	Car Parking Bays	HGV Bays	Car Journeys per day	HGV Journeys per day
Cumulative data	2066	301	2479	480

Note: The cumulative data is based upon the number of car parking and HGV bays outlined in the plans for each unit at Sherburn 2, Sherburn 42 and Gascoigne Interchange. With an estimated 60% daily occupancy level for cars, two journeys 'to and from work', per day. The HGV level has been estimated with an 80% level and two journeys, per day. This is likely to be an underestimation and does not include the transient daily LCV traffic from commercial interactions with the businesses that will occupy the units.

Other developments in the area include:

Residential Development – Hodgson's Gate East of Hodgson's Lane, Sherburn-in-Elmet, A162
Residential Development – Approx. 10.23 hectares (25.26 acres) with outline planning permission for up to 270 new houses.

Residential Development – Low Street, South Milford (100m from the A162 roundabout)
Residential Development (*ZG2025/0983/OUTM*) – Outline planning application for the construction of up to 180 dwellings (Class C3) including access from Low Street.

Limestone Quarry, Lumby – A63
Application by Stone Cliffe Aggregates for 19-year project to transform 44 acres of farmland into a limestone quarry and create a low-level aggregate processing plant near Lumby.

Selby Motorway Services – A63 / A1(M)
Motorway Service Station *(ZG2025/1220/S73) Approved 2019/0547/EIA* – service area to include a farm shop and parking for 352 car parking bays and 108 HGV bays.

Acknowledgement of AI use

During the preparation of this submission, I have used Google Search as a research tool, for content assistance, specifically to assess the scale and design of the new developments.

I have reviewed and revised the material generated and take full responsibility for the final content.