

West Haddlesey Parish Meeting – Written Representation for 11 August 2026 Deadline (Deadline 1)

This document is set out in three main Sections which cover the issues we have for consideration by the Examining Authority – the Sections and sub-sections are:

1 Introduction

2 Traffic and Transport specifically with respect to Site 4

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No use has been made of any AI tool in preparing or drafting this document.

1. Introduction

This submission reflects and develops the comments made by West Haddlesey Parish Meeting at the Open Floor Hearing on 29 July 2026 and contains additional information and evidence in relation to the application made by Light Valley Solar Limited (LVS) in the light of the Open Floor and Issue Specific Meetings.

Our primary concern is related to traffic and transport which is dealt with first in this document.

In addition, three Supporting Documents of evidence have been uploaded to support Examiners in their consideration of this document. These documents form an integral part of this submission and should be read in conjunction with this document. The Supporting Documents are:

- Supporting Document 1– Copy of the North Yorkshire Council Prohibition of Heavy Commercial Vehicles Order;
- Supporting Document 2 Prepared by West Haddlesey Parish Meeting. Photographs, Maps and accompanying explanatory text to be considered in conjunction with this submission – the individual photographs are referred to in this document by SD2 followed by their Figure number;
- Supporting Document 3 – Possible alternative route to Site 4 that should be considered by Examiners (this route is already currently identified by LVS as a Cable Corridor route for HGVs and worker traffic) – presenting maps and photographs.

2. Traffic and Transport specifically with respect to Site 4

As our oral presentation at the Open Hearing made clear, we have specific and substantive concerns about the proposal by LVS use the route from A19 at Chapel Haddlesey, through West Haddlesey to Site 4 at Birkin. This route is proposed to be the primary construction route and also one of the Cable Corridor routes. We consider it is unsuitable for both purposes.

Use of this route will have an unacceptable impact on highway safety and poses a significant risk to road users on the A19 and also to road users and pedestrians on the unclassified road from the A19 through West Haddlesey to Site 4. In particular this route is unsuitable for the proposed HGV traffic and the volume of worker traffic. The combined effect of the additional HGV traffic and worker traffic will pose a danger to road users and pedestrians and will significantly degrade the amenity of those living along the route as well as recreation road users.

This section considers stage by stage the proposed route from the A19 towards Site 4.

It starts with consideration of the A19 crossroads where further evidence is presented that calls in question the applicant's contention that there is no evidence for clustering of accidents at the crossroads.

2.1 The Chapel Haddlesey Crossroads

The Chapel Haddlesey Crossroads on the A19 have been recognised locally as an accident blackspot for many years.

From the M62, northbound traffic coming along the A19 travels along a straight section of road (national speed limit) towards the A19 bridge over the River Aire (see SD2, Figure 1). The speed limit drops to 40mph before the bridge. The crossroads are immediately after the brow of the bridge (see SD2, Figure 2, and SD2, Figure 3). The turn to West Haddlesey is a tight left-hand bend. Houses are present on both sides of Millfield Road at this junction. The houses have limited off road parking and therefore cars are often parked on the side of the road. These parked cars can impede vehicles turning into Millfield Road (see SD2, Figure 4) especially HGVs on what is already a tight turning radius. Large vehicles can also be impeded by traffic in Millfield Road waiting to turn onto the A19. This is especially a problem if two large vehicles meet at the junction, one turning in and one turning out. An HGV waiting to turn left into Millfield Road and stationary on the A19, is a high risk as northbound vehicles often come over the Aire bridge in excess of the 40 MPH limit and fail to anticipate queued traffic just over the brow of the bridge.

From Selby, southbound traffic on the A19 reaches the crossroads after a long straight section of road (national speed limit). The speed limit drops to 40mph just before the crossroads although it is also not uncommon for cars to exceed the limit due to the straightness of the road prior to the reaching the crossroads.

Large slow-moving HGVs pulling out from Millfield Road need time to enter the carriageway and accelerate. Slight mis-timing coupled with the known speeding issues at the crossroads could easily result in a collision.

The applicant states at 2.4.8 in Appendix 14.1: Transport Assessment that:

No fatal accidents have been recorded over the past five years within the vicinity of Solar Development Site 4. No evidence of accident clustering has been identified, suggesting that there are no significant road safety concerns within the study area.

The applicant presents CrashMap data for the period 2019 to 2024 in Plate 2-8, page 18, to provide evidence for this contention (although we note that three accidents can be seen in the immediate vicinity of the crossroads). The CrashMap data does not reflect fully the accidents that have occurred at the crossroads. Significant and potentially serious non-injury accidents have occurred and these are not present in the CrashMap data. We can provide photographic evidence of some additional accidents in Supporting Document 2:

- SD2, Figure 5, shows a daytime accident on 23 October 2021;
- SD2, Figure 6, shows a night accident on 13 February 2022;
- SD2, Figure 7, traffic backed up after a fatal accident. We note that the Examiners made an unaccompanied site inspection (USI) on 23 June 2026. The Examiners drove down the A19 from Selby and turned at the crossroads. Just prior to the A19

crossroads, the Examiners may have seen damage to the 40 MPH speed restriction sign and the primary route direction sign. This damage followed a fatal accident at this point, 4 days prior to the Examiners' USI. The accident happened at around 13.50 on Friday, 19 June 2026. It is acknowledged that this accident is too recent to have been included in the LVS CrashMap data set.

We also have records of two further accidents reported on the Haddlesey Community FaceBook Group:

- On 22 June 2023 an accident at the crossroads was reported, following removal of the vehicles involved, temporary traffic lights were in place to repair damage;
- On the 15 September 2023 it was reported that a car came off the road into a hedge near the bus stop at the crossroads and the emergency services were called.

None of those above accidents are recorded in the CrashMap data set and we may not have captured all additional accidents.

In addition to the above, SD2, Figure 8, shows that even a 'slight' accident could have resulted in death or serious injury. The image shows the rebuilt Bus Stop at the Crossroads. The original shelter was demolished by an accident in May 2019. Although apparently minor in nature it is clear that had anyone being waiting for a bus this may well have resulted in death or serious injury.

We contend that there is a significant cluster of accidents at the A19 crossroads that the applicant's submission does not identify. We consider the risks at the crossroads are significantly underestimated.

We understand that North Yorkshire Council does not use CrashMap data as they consider it underestimates significant accidents given its focus on accidents resulting in injury. North Yorkshire Council (NYC) use their STATS19 Collison data in preference.

We ask that Examiners consult with NYC on the risks posed at the Chapel Haddlesey crossroads and specifically consider the locally well-known dangers posed by the Chapel Haddlesey crossroads. Taken together with the presence of high and medium receptors along the proposed route, which we will address later, we consider there is a compelling rationale to avoid this route given there is at least one other reasonable alternative route available – as Set out in Section 2.4 and Supporting Document 3 .

2.2 The unclassified roads to Site 4 from the crossroads

2.2.1 North Yorkshire Council - Heavy Commercial Vehicle Prohibition Order

As explained at the Open Hearing, concerns about the suitability of these unclassified roads for Heavy Commercial Vehicles have been recognised by North Yorkshire Council who on 15 June put in place a "Heavy Commercial Vehicle Prohibition Order" for goods vehicles over 7.5 tonnes. The Order covers the roads from the A19, through West Haddlesey and those around Site 4. The rational for the Order was that, "*the roads in question are narrow in width, contain significant bends, and lack the necessary carriageway capacity to safely*

accommodate larger or heavier vehicles. Their use by heavy goods vehicles creates a heightened risk of danger to other road users due to restricted visibility, limited passing space, and the increased likelihood of conflict on tight bends. The proposed weight restriction is therefore considered necessary to avoid danger to persons or other traffic, and to preserve the amenity of the area by preventing unsuitable traffic from using roads that are not designed to accommodate it.”

As mentioned at the Open Hearing, although not prohibiting construction vehicles, we consider this is a tacit acknowledgement by North Yorkshire Council that these roads are inherently unsuitable for HGV traffic. A copy of the Order is provided as evidence as Supporting Document 1.

We recognise that there is an action point (ISH1-12) for the current status of this Order to be confirmed by North Yorkshire Council (NYC) and we also are aware that it would not prevent traffic using the route for construction should the application be approved, however, we maintain that it supports an overall conclusion that the route is unsuitable for HGVs. We ask that examiners consider this in conjunction with the concerns about the A19 and the concerns about receptors and other route factors which we will address next.

2.2.2 High and Medium receptors and other areas of risk along the route from the A19 to Site 4

As explained at the Open Hearing, in their February 2026 Transport documentation and earlier documentation, LVS failed to identify the high and medium receptors present along the route from Chapel Haddlesey through West Haddlesey. They did not identify the: ‘doorstep green’ recreation park; the Village Hall; the Primary School; the Children’s Playground. Their February 2026 documents do not take full account of the narrow and, in areas, absent footways near these receptors nor the school opening hours or use of the recreation park and the playground throughout the day.

The single lane Tankard’s Bridge was not mentioned. This Grade 2 listed bridge has no footway and is at a point where two other footpaths meet. It links the villages and is the only crossing point for pedestrians.

No reasonable explanation has been provided by the applicant for the omission of these receptors. We consider this is indicative of a poor and cursory desk top assessment that undermines the credibility and reliability of the transport planning, especially as LVS was informed of the presence of most of these receptors in mid-2025 – directly with Annette Lardeur of Island Green Power at the Hambleton Consultation meeting on 15 July 2025 and via e-mail to LVS feedback on 7 August 2025.

Supporting document 2 sets out each area of concern from the A19 crossroads and provides additional detail on these concerns and also includes new areas of concern.

SD2, Figure 9, provides an overview of the first part of the route showing the location of the Doorstep Green recreation park and the two tight bends. The Park is used for picnics, village

events, as an area for family recreation and games such as rounders. Note the houses on the first bend from the crossroads.

SD2, Figure 10, shows the first of these bends, note the poor sightline and narrow footway (bearing in mind this is the only pedestrian route to and from the main bus stop on the A19). Vehicles can be encountered parked close to the bend as there is limited off road parking for the houses – this is shown in SD2, Figure 11.

The second of the two bends is shown in SD2 Figure 12. One of the entrance/exit points to the Doorstep Green Park is shown, as is the absence of a footway on the park entrance/exit side. Pedestrians have to cross the road on the bend at the dropped kerb to access the park.

SD2, Figure 13, shows an overview of the primary school (Chapel Haddlesey C of E Primary School) and Village Hall (the Haddlesey Church Community Hall). As can be seen in SD2, Figures 14 and 15, the Village Hall has limited parking and its capacity is often exceeded during events and always during school drop-off and pick up times. Parked cars effectively reduce the road to a single carriageway for some distance with the risk of children emerging from between parked cars. SD2, Figure 16 shows Chapel Haddlesey Primary School and it should be noted that there is no footway along from the school. Parents and children walking to and from the school must cross the road to access the school from the narrow footway.

The applicant states that “roads should be no less safe than they currently are” and again states that that this will be managed through the final Construction Traffic Management Plan. We consider the intrinsic problems with this route cannot be readily managed. For example, LVS state that deliveries will be scheduled to avoid peak travel periods, with no deliveries allowed before 9.30am and after 4.30pm. Given the school’s published hours are readily available – it opens at 7.45 am with registration at 8.50am and it closes at 3.30 pm with an after-school club on site that runs until 5.30pm – the mitigation proposed by LVS on deliveries is inadequate. Additionally, there will be risks associated with the significant volume of worker transport and cars passing the school. The restriction on deliveries appears only proposed in relation to the school however vulnerable road users such as parents with children, especially those in push chairs, may be present during the day accessing the Post Office, Children’s Playground, Village Hall events and Doorstep Green Park or walking to the bus stop on the A19 (as would elderly residents). These individuals walking on narrow footways which switch from one side of the road to the other are equally at risk and deserve due consideration (see SD2 Figure 27 as an example). This again underlines the unsuitability of this route.

Moving from the school towards West Haddlesey, SD2 Figure 17 provides an overview of the single lane Grade II listed single lane bridge which has footpaths opening at each end of the bridge. The bridge itself is shown in SD2 Figure 18, and SD2 Figure 19 shows the very popular canal footpath route opening directly onto the end of the bridge. Vehicle accidents have occurred on this bridge and in 2020 a large vehicle hit the parapet necessitating the closure of the Selby Canal for several months because of the risk to boats while the bridge awaited repair. This is shown in SD2 Figure 20.

Moving into the main area of West Haddlesey, SD2, Figure 21, shows an overview of the Children's Playground; the George and Dragon Pub/Restaurant; and the lane access to a Camping and Caravan Club Certified Site.

SD2, Figure 22 shows the playground and narrow footway. Cars are parked along the road and on occasions large groups of parents and children meet up at the Playground which, in addition to play equipment, contains a small football pitch and picnic benches. In SD2 Figure 23 the George and Dragon Pub/Restaurant can be seen. This is a short distance from the playground and there is often pedestrian traffic between the two. Note also the absence of a footway at the Pub and restricted visibility from the car park westwards.

SD2 Figure 24 emphasises the very narrow footways in the centre of the village and the absence of a footway for the houses on the south side of the road. Fear and intimidation are already a concern, especially for the elderly and parents with small children and pushchairs, when large tractors and other heavy traffic pass along this section. The use of this road as a construction route for Site 4 and the Cable Corridor will significantly increase that concern. Note in the photograph the camping and caravan site entrance (small white board).

SD2, Figure 25 shows the western end of the village. A busy farm entrance and Post Office are located in this part of the village. SD2, Figure 26 shows the Post Office. Open three mornings a week it is well used with cars stopping and parking on the road and pedestrians walking from houses in the village and from Chapel Haddlesey. Again, there is no footway on the southern side of the road so users must cross to reach the Post Office.

We also note that construction work and vehicle movements are planned for Saturday mornings. This is the peak time for recreational use of the area including by cyclists and horse riders. This will present a high risk of accidents. We ask that the Examiners explore this aspect further. We consider that over the whole area of unclassified roads there should be significant restrictions imposed on any weekend work to ensure safe recreational use and to allow residents of all villages in the area covered by the LVS application to peacefully enjoy their weekend.

2.3 Vehicle categories

As noted at the Open hearing, the Applicant's February 2026 documentation, relating to transport planning, has a baseline figure of 50 HGVs per day travelling on the Haddlesey Road, the main route to Site 4. As a result of queries raised by our Parish, the applicant confirmed, in April, that the baseline figure was incorrect and should have been 9 and not 50 HGVs. This is not a minor rounding error but a fundamental flaw and just one example of the unreliable assessment of traffic which we have seen across all Sites. Construction traffic would, at a minimum, double the number of HGVs on this route. Although this error is acknowledged by LVS in their June 2026 response to Relevant Representations (part 1), in that same document they repeatedly refer back to tables in the February 2026

documentation, containing the baseline error, in support of their traffic assessment (this also true of their Part 2 document).

We await undated documents to be made available following the Open Hearing (action point ISH1-13). We ask that Examiners reconsider the construction route in the light of the corrected documents and the additional information presented in this document.

We note that no breakdown of HGVs by category is provided for any proposed Site by LVS. Currently most HGV traffic through West Haddlesey is delivery vans, small lorries and farm traffic. Large articulated lorries are infrequent. We have asked the applicant to provide a breakdown of the HGV categories that will pass along the route to Site 4. There is clearly a material difference in risk posed by a 7.5-tonne rigid van and a 44-tonne articulated lorry.

It is difficult to understand how the applicant can reliably state the projected increase in the number of HGVs without having some idea of the category and capacity of vehicles required given they know the scale of development, the construction period and material that will need to be delivered.

We ask the Examining Authority to require an outline breakdown of the HGV categories. This should be done for all Sites.

The LVS documentation is opaque and doesn't allow a full picture of total traffic on this and surrounding roads.

At present during total construction 9-12 two-way daily HGV movements are estimated for Site 4 and between 91 and 182 two-way car/LGV movements. The predicted traffic volumes are based on information from other similar projects. Generic estimates are often unreliable. Estimates based on what is being actually constructed at these LVS sites, the specific requirements and construction timescales, are required. We ask that the Examiners consider this further with LVS and seek more detailed and reliable estimates for this specific application given it is fundamental to decisions on traffic and transport.

2.4 Alternative route

This is to be considered in conjunction with Supporting Document 3.

Having considered the documentation, we have noted that one of the Cable Corridor routes comes off the Selby by-pass via the village of Gateforth (Plate 2-4 in the Outline Construction Traffic Management Plan). As this route is already deemed acceptable by LVS for HGVs and worker traffic we consider that this route would provide an alternative construction route to Site 4 rather than the route from the A19 through West Haddlesey.

SD3, Figure 1 provides an overview of this alternative route. The traffic to the Gateforth turn-off would be exclusively on A roads from the M62, along the A19 to the A63 Selby by-pass and with a clear, progressive, and well signed turn-off onto the unclassified Gateforth New Road – See SD3 Figure 2. The sightlines at this junction are clear and do not present the same high risk as the Chapel Haddlesey crossroads. The only receptors along the road are Selby Golf Club and Gateforth Park (residential park homes) both of which are well set back

from the road and both have entrances/exit points with good sightlines on an unobstructed straight road. See SD3, Figures 3 and 4. Gateforth itself has no high or medium receptors nor any single lane bottleneck.

We still consider these unclassified roads to be, by their nature, unsuitable for the proposed LVS construction traffic but recognise this route would significantly reduce the risk to all road users and pedestrians compared with the routing from the Chapel Haddlesey crossroads through West Haddlesey.

We are awaiting the LVS justification for the choice of the current routing through West Haddlesey (action point ISH1-15) and their rationale for excluding other alternative routes.

We ask that the Examiners consider our information on this alternative route and, if necessary, pose further questions to LVS if necessary to determine why it is not a reasonable and safer alternative especially given the concerns raised in this document about the safety of the route through West Haddlesey.

We would wish to see a detailed comparative assessment of alternative routes. We consider there is a duty to protect road users and pedestrians and consider the Gateforth route presents a much lower risk.

2.5 Overall Conclusion on Traffic and Transport with respect to Site 4

In conclusion, our view remains that LVS has only conducted a superficial desk top study of the route to Site 4 and have failed to identify the significant hazards and risks posed to residents, road users and others. It is apparent that the main imperative from LVS's perspective is the availability of land and ease of access from the M62 motorway and A19 to Site 4 via the shortest route possible, irrespective of the significant risks posed by the chosen route. We consider LVS have been narrowly focused on their economic requirements to the exclusion of the interests of the affected communities when preparing their transport plans. This is apparent in failure to identify any of the medium and high receptors along the route and they have even overlooked the presence of a single lane bridge. These are gross oversights.

Examiners should note that, if they accept this route – using the minimum predicated figures of 9 two-way HGV trips per day and 91 LGV/car two-way trips per day with the estimated 721-day construction period – this will result in a minimum of 6,489 HGV and 65,611 LGV/car two-way trips along a route that presents clear risks to road users and pedestrians.

Therefore, taking the concerns about the A19 crossroads together with the number and nature of high and medium receptors along the route; the bottleneck of Tankards Bridge; the narrow footways and single lane bridge; the West Haddlesey Parish Meeting consider this is neither a suitable route for HGVs nor for the proposed large number of cars and light goods vehicles that would bring workers to Site 4.

Given the fundamental issue of safety to road users and pedestrians, routing should not be dictated by convenience, time saving or simplicity for the applicant. Minimising risk to our

communities is paramount. In this case we consider there is compelling evidence of a significant risk to road users and pedestrians from the chosen route.

We ask that the Examiners give due weight to these concerns and the sensitivity of this currently proposed route and give due consideration to safer alternative routes. We understand that North Yorkshire Council are unlikely to be able to submit a Local Impact Report (LIR) relating to Transport and Road issues by the 11 August deadline. We consider the Examiners should contact NYC and ensure that they are able to provide a comprehensive LIR, including a consideration of alternative routes, to support Examiners in their deliberations. This is relevant to all Sites and the Cable Corridor.

We also consider that, where the evidence to support acceptable risk mitigation is clearly doubtful, as it is in this case, Examiners should take into account the Precautionary Principle when reaching a decision on routing (and indeed more broadly in their decision-making on the application).

We respectfully ask that the application as a whole not be recommended given the detrimental impact it will have on sensitive receptors and the overall impact on traffic on our rural roads and villages. Should the proposal go ahead we ask that construction traffic is not routed through West Haddlesey given the substantive reasons presented in this document.

3.0 Other matters of concern

3.1 Cumulative impact on the road network

There is clearly an overall cumulative impact on the road network across the whole region covered by this proposal. The West Haddlesey Parish Meeting is in agreement with the more detailed representations previously put forward by the other affected Parish Councils. We have also seen the post- hearings comments from South Milford Parish Council on Traffic and Transport and we support their position. We question whether LVS have properly assessed the cumulative impact to the satisfaction of Examiners in relation to traffic across the whole area given other developments that are in process or have already been approved, and given the deficiencies in the assessments that LVS have submitted.

3.2 Impact on dwellings

During construction (setting aside the high risks explained earlier in this document) we remain concerned that residents of West Haddlesey will be impacted by recurrent noise, air quality (dust), vibration, lighting and the increased disturbance in a previously very quiet rural area if the proposed route is used. Additionally, we remain concerned about vibration damage to houses that front directly onto the construction routes. Several of the houses and other buildings fronting the road through West Haddlesey date back over 150 years and have minimal or no foundations and are therefore particular at risk of vibration damage.

We took note of the discussions at the Hearings about the limited number of residential properties that have been identified as being detrimentally affected by the proximity of the

solar panels. We do not accept, the position advanced by LVS, that the flat farmland views from properties affected visually is of low value. We are concerned that again, substantive community and individual concerns are glossed over by the applicant without constructive engagement. We support the proposal for much greater buffer zones from the curtilage of these impacted properties. We do not consider a 30m buffer to be adequate and ask that Examiners consider a much greater distance, such as 250m, be required in these circumstances to allow peaceful enjoyment of property.

3.3 Water for construction and cleaning solar panels

We note that the applicant stated that Yorkshire Water had confirmed that supply was adequate for panel washing and there are action points relating to water supply (ISH1-30 and ISH1-31). We wish to draw to the attention of Examiners that West Haddlesey has continuing issues over several years of low water pressure with some residents not achieving a standard flow rate at their domestic supply. We ask Examiners to ensure that the information provided by Yorkshire Water in relation to water supply to Site 4 will not further impact water pressure in West Haddlesey.

3.4 Loss of Best and Most Versatile (BMV) Agricultural Land and landscape

We maintain our position that the development should not use BMV and that solar infrastructure should be prioritised for brownfield sites and rooftops (industrial/warehouses) to protect national food security and remain concerned about the industrialisation of the rural landscape.

THE NORTH YORKSHIRE COUNCIL

(PROHIBITION OF HEAVY COMMERCIAL VEHICLES) (VARIOUS ROADS, BEAL AND BIRKIN) ORDER 2026

The North Yorkshire Council (hereinafter referred to as "the Council") in exercise of their powers under Sections 1(1), 2(1), 2(2), 2(4) and 3(2) of the Road Traffic Regulation Act 1984 ("the 1984 Act") and Part IV of Schedule 9 to the 1984 Act and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the 1984 Act, hereby make the following Order.

PART 1 - GENERAL

1. This Order shall come into force on 15 June 2026 and may be cited as "The North Yorkshire Council (Prohibition of Heavy Commercial Vehicles) (Various Roads, Beal and Birkin) Order 2026".
2. In this Order "heavy commercial vehicle" means any goods vehicle which has an operating weight exceeding 7.5 tonnes.
3. The Council are satisfied that:-
 - a) for avoiding danger to persons or other traffic using the road to which the Order relates or any other road;
 - b) for preserving or improving the amenities of the area through which the road runs

it is requisite that Section 3(1)(b) of the Act should not apply in relation to this Order.

PART 2 - RESTRICTIONS ON HEAVY COMMERCIAL VEHICLES

4. Save as provided in article 5 of this Order no person shall except upon the direction or with the permission of a Police Constable in uniform use or cause or permit any heavy commercial vehicle to proceed in either direction along the length of road specified in the Schedule to this Order.
5. (1) Nothing in article 4 of this Order shall render it unlawful for any heavy commercial vehicle to proceed along the length of road specified in article 4 if the vehicle is being used:-
 - (a) for the purposes of access to or from any premises on or adjacent to that road or length of road,
 - (b) for the purposes of agriculture on any land adjacent to that road or length of road or for or in connection with the conveyance or haulage of timber felled upon any such land, or
 - (c) in connection with the carrying out of any of the following operations, namely:-
 - (i) building industrial or demolition operations,
 - (ii) the removal of obstructions to traffic,
 - (iii) the maintenance, improvement or reconstruction of any road,
 - (iv) the laying, erection, alteration or repair in or in land adjacent to any road of any sewer or any main, pipe, cable or apparatus for the supply of water, gas or electricity or of any electronic communications network or electronic communications service as defined in Schedule 3A and Section 32 of the Communications Act 2003,
 - (d) for fire brigade, police or ambulance purposes,

- (e) to proceed to or from any premises at which the vehicle on that occasion is to be or has been garaged, serviced or repaired,
 - (f) in the service of a Local Authority or Water Authority in pursuance of statutory powers or duties of that Authority,
 - (g) for the purpose of access to or from any premises on or adjacent to any other public road which has a junction with the length of road specified in the Schedule to this Order and that premises or land can only be accessed by means of the length of road specified in the Schedule to this Order.
- (2) In this article any reference to premises or land is a reference to premises or land, in whole or in part, to which access for heavy commercial vehicles for any of the purposes specified in article 5(1) of this Order can be obtained by means only of a road specified or referred to in article 4 of this Order and any reference to the carrying out of any operations is a reference to the carrying out of such operations on any premises, land or road specified in article 5(1) of this Order.
6. The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any Order or regulations made or having effect as if made under the Act or by or under any other enactment.

SCHEDULE

PROHIBITION OF HEAVY COMMERCIAL VEHICLES EXCEEDING 7.5T (EXCEPT FOR LOADING AND UNLOADING)

<u>Column 1</u> <u>Item</u>	<u>Column 2</u> <u>Road</u>	<u>Column 3</u> <u>From</u>	<u>Column 4</u> <u>To</u>
1.	Millfield Road	The junction with the A19	Full length West for 1958 metres
2.	Birkin Road	The end of Haddlesey Road, Birkin	Full length East for 1650 metres
3.	Haddlesey Road	The junction with Roe Lane, Birkin	Full length East for 1618 metres
4.	Roe Lane	The junction with Birkin Lane, Beal	Full length North for 1532.92 metres
5.	Roe Lane	The end of Roe Lane, Birkin	Full length North for 1080.86 metres
6.	Intake Lane	The junction with Marsh Lane, Beal	Full length North for 1153.47 metres
7.	Marsh Lane	The junction with Broad Lane, Beal	Full length Northwest for 196 metres
8.	Craven Garth	The junction with Main Street, Beal	Full length North for 150 metres
9.	Main Street	The junction with Common Lane, Beal	Full length East for 348 metres

10.	Hollygarth Lane	The junction with Common Lane, Beal	Full length East for 335.82 metres
11.	Common Lane	The junction with the A645/1/20	Full length North for 928.48 metres
12.	Birkin Lane	The end of Sutton Lane, Sutton	Full length Northeast for 2466 metres
13.	Sutton Lane	The End of Sutton Lane, Byram	Full length Northeast for 2353.30 metres
14.	Sutton Lane	The junction with the A162/1/10	Full length Southeast for 626.75 metres
15.	Broad Lane	The junction with Main Street, Beal	Full length North for 219.18 metres

THE COMMON SEAL of THE NORTH
YORKSHIRE COUNCIL was hereunto affixed
this SU! day of Jime. 'vO'vb in the
presence of:-

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PROJECT:- 7.5t weight restriction except for loading and unloading.

DRG. TITLE:- Various Roads within the Parish of Beal and Birkin

No.	AMENDMENTS	DATE

DRAWN:- JCG

CHECKED:-

DATE:- April 2026

HNY
 AREA
 Area 7

SCALE:- NTS

DRAWING NO.

BB1

FROM A19 CROSSROADS THROUGH PART OF CHAPEL HADDLESEY TO WEST HADDLESEY – THE MAIN CONSTRUCTION ROUTE PROPOSED BY LIGHT VALLEY SOLAR TO SITE 4 AND A ROUTE FOR CABLE CORRIDOR ACCESS

Figure 1. Approach to A19 Crossroads from M62 (Aire Bridge approach on A19) – likely main route for HGVs – crossroads just beyond the brow of the bridge



Figure 2. Chapel Haddlesey crossroads on A19 looking north having just come over the Aire Bridge – left turn to towards West Haddlesey (Millfield Rd). High hedges and properties on corner – cars often parked in front of properties on Millfield Rd. This is a sharp left turn.



Figure 3. View from Millfield Road looking south to the Aire Bridge – note short distance from brow of bridge to turning point



Figure 4. View from Millfield Road looking towards A19 crossroads – residents at crossroads have no off-street parking – HGVs and other traffic must pull over the centre line near the junction to pass cars/delivery vans – this can then impede traffic turning from A19



Figure 5. A19 Daytime accident – 23 October 2021. NOT identified on CrashMap (the driver emerged uninjured).



Figure 6. A19 Night time accident – 13 February 2022 NOT identified on CrashMap (the driver was uninjured).

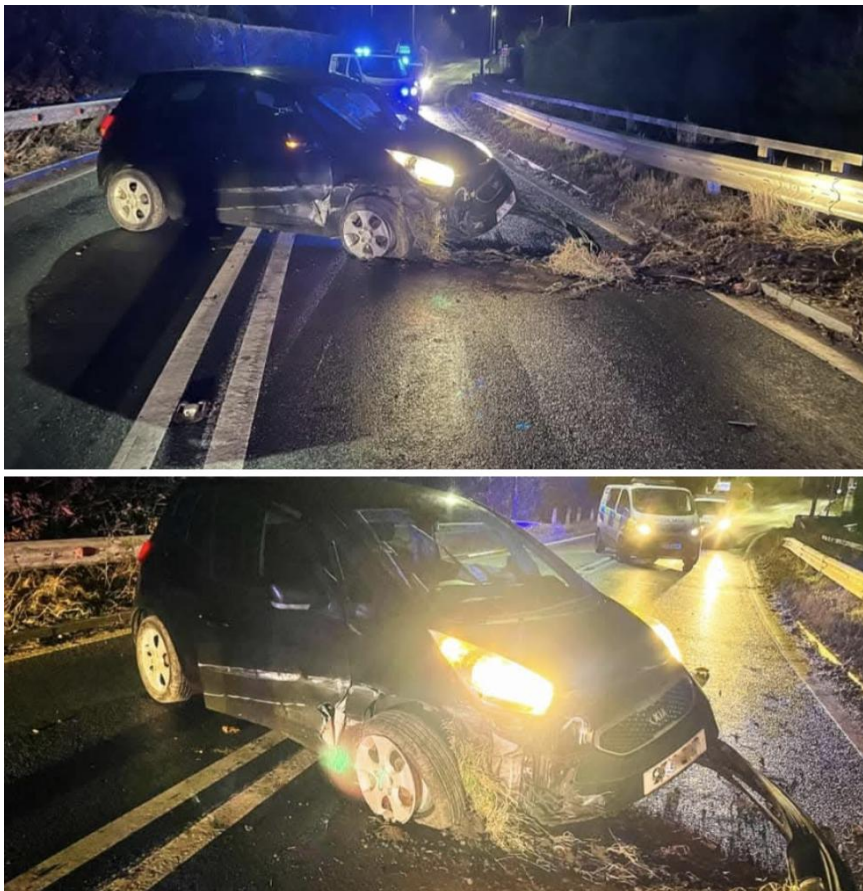


Figure 7. Chapel Haddlesey Crossroads Friday 19 June 2026 – traffic backing up following fatal accident that occurred at the 40MPH sign on approach to crossroads from Selby – picture taken from River Aire Bridge.



Figure 8. Crossroads Bus Stop – replaced by brickwork shelter in 2021 following destruction of the previous shelter by a car - May 2019



Figure 9. Overview of A19 and tight bends into West Haddlesey – Note “Doorstep Green” – Village park and recreation area used for community outdoor events and general recreation – contains picnic benches and open play area for games such as rounders. Note tight double bends soon after crossroads (see following photos).

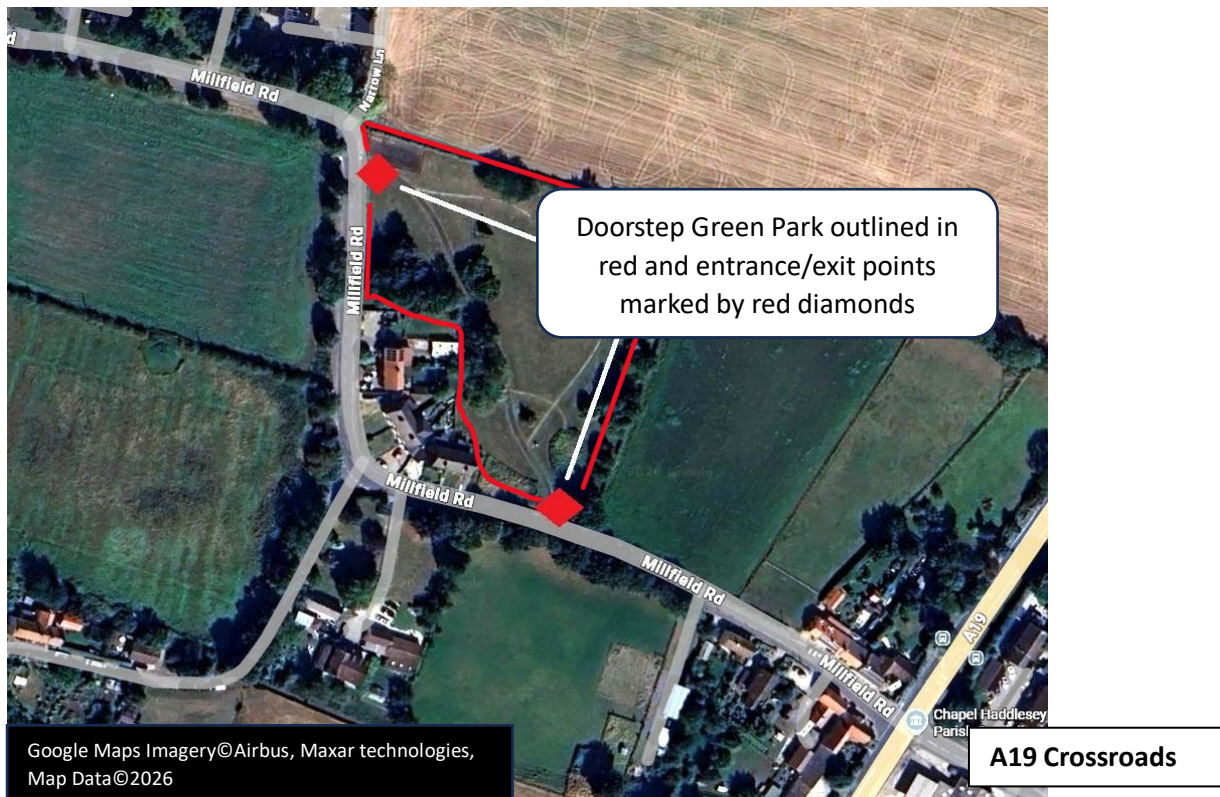


Figure 10. First of the two tight bends immediately after the crossroads – poor sightlines for cars



Figure 11. Looking back from the second to the first of the two tight bends after the A19 crossroads. As with Millfield Lane at the crossroads, residents have limited off road parking and residents' vehicles and deliveries are often parked between the bends



Figure 12. Second of the two tight bends – direction towards West Haddlesey. Note green pedestrian entrance/exit to 'Doorstep Green' Recreation Park on the bend. Also note absence of footway on the park side. Pedestrians must cross on the bend.



Figure 13. Overview – Chapel Haddlesey Primary School and Haddlesey Church Community Hall after bend – note there is no footway on the School/Hall side of the road



Figure 14. Haddlesey Church Community Hall has a limited car park – Hall events are held during the day (mother/toddler groups, parties, exercise classes). These photos were both taken late morning. At school drop off and pick up a greater number of parked cars along the road is commonplace.



Figure 15. Further view outside Community Hall during day time event – note narrow footway. There is no footway on the Village Hall/School side of the road.



Figure 16. Chapel Haddlesey Primary School. Note no footway in front of school – narrow footway on opposite site - parents and children walking from West Haddlesey or Chapel Haddlesey must cross the road here to access the school



Figure 17. Overview - the single lane Grade II listed Tankard's Bridge



Figure 18. Grade II listed, single lane, Tankard's Bridge showing one of the two public footpaths at the bridge (the other footpath being to the right along the canal on the other side of the bridge – see next photo), absence of footway on bridge and single lane over the canal.



Figure 19. As mentioned, there is a public right of way at each end of the bridge. This is the very popular tow path footpath that comes onto the bridge



Figure 20. Tankards Bridge 2020 – The Grade II listed bridge parapet was badly damaged by a large vehicle – due to the damage the Canal and River Trust had to close the Aire to Selby Canal for several months while awaiting bridge repair due to the risk to boat traffic. The road was then also closed for several days in 2021 while final permanent repairs were completed.



Figure 21. Overview - West Haddlesey Children's Playground and location of pub and campsite



Figure 22. Children's playground at West Haddlesey – narrow footways on road edge – cars park on road to access playground



Figure 23. George and Dragon Pub/Restaurant (Bangla Cuisine) – in village just past playground. Note: no footway on pub side and poor sight line westwards for vehicles due to building. There is often pedestrian traffic between the pub and children's playground



Figure 24. Central area of West Haddlesey – note narrow footway and several houses front onto the road. Several small side lanes enter the road with sightlines that are partly obscured by buildings. The white board ahead on the footway marks the lane access to the Camping and Caravan Club touring caravan/camping site



Figure 25. Western end of village – note entrance to farm on right – significant access point for farm machinery and tractors. Just beyond this is the village Post Office (see next picture).



Figure 26. Village Post Office – to the Western end of the village is a small Post Office (open 9.30 – 13.00 three days a week). Note absence of footway. Cars often park on road at this end of the village



Figure 27 – Although not a diversion route for HGVs, when the A19 was closed in 2020-2021 due to flooding, a higher than usual number of HGVs, following Sat Nav, travelled along the unclassified Millfield and Birkin Road through West Haddlesey. Photograph taken 9 January 2021.

This demonstrates problems that will arise for pedestrians and other road users if the route from the A19 through West Haddlesey is used.

Picture taken on Millfield Road close to the Doorstep Green recreation area (access to field shown on left hand side of photograph where low-loader has had to pull over and note the narrow footway on right hand side).



Figure 1 Overview from A63 Selby By-pass – Gateforth route.

It should be noted that this route is already identified by LVS as a HGV and worker traffic route for the Cable Corridor. There are only two potential receptors on this route both away from the village - Selby Golf Club and a Gateforth Park (residential park homes) both of which are well set back from the road and both have entrances/exit points with good sightlines on an unobstructed straight road



Figure 2 - A63 junction with Gateforth New Lane

Good turning lanes and clear sightlines



Figure 3 – Golf Club entrance/exit

Set back with good clear sightlines both ways onto Gateforth New Lane



Figure 4 – Gateforth Park (residential park homes)

Set back with good clear sightlines both ways onto Gateforth New Lane



Figure 5 – Bend on route - good clear sightlines and no obstructions



Figure 6 – Gateforth Village – no known high or medium receptors. No single lane bottleneck



Figure 7 – Gateforth Village – fewer houses with generally more off-street parking

