Submission ID: [redacted]

Light Valley Solar Project – EN0110012
Consultation Response – Proposed Change 8: Additional Access Points from Rawfield Lane
Fairburn Parish Council wishes to raise concerns regarding Change 8, which proposes the authorisation of two additional access points from Rawfield Lane into Monk Fryston Substation.
The Parish Council is particularly concerned about the potential increase in traffic movements along Rawfield Lane, the suitability of the existing highway infrastructure and whether the proposed access arrangements are intended to be temporary or permanent.
Suitability of Rawfield Lane
Rawfield Lane is a narrow rural country lane with residential properties situated along it. The entire length of the road is subject to a 7.5-tonne weight restriction, except for access.
The Parish Council considers that these existing characteristics and restrictions must be fully taken into account when assessing the proposed use of additional access points.
Increased vehicle movements, particularly involving HGVs and other large vehicles, could have implications for highway safety, the ability of vehicles to pass safely, the condition of the highway and the residential amenity of those living along the lane.
The Parish Council is concerned that the proposed changes could result in a level or type of traffic for which the road is not suitably designed.
Potential Increase in Traffic Movements
The Parish Council requests clarification regarding the anticipated number and type of vehicles using the two additional access points.
In particular, the Parish Council wishes to establish whether the proposed accesses will generate additional vehicle movements or redistribute traffic already assessed as part of the original application.
The applicant should provide an assessment of the cumulative traffic impact on Rawfield Lane, taking account of all proposed construction and operational access arrangements associated with the development.
The Parish Council considers that the impact on residential properties along the lane should also be assessed, including potential increases in noise, disturbance, vibration and traffic-related safety risks.
Temporary or Permanent Access Arrangements
The Parish Council notes that the change request does not clearly establish whether the two additional access points are proposed solely for temporary construction use or whether they will remain authorised for operational use throughout the lifetime of the development.
This distinction is particularly important.
If the accesses are intended to be permanent, the Parish Council is concerned about the longer-term implications of additional traffic movements along Rawfield Lane, including vehicles associated with maintenance, servicing, equipment replacement and other operational activities.
The Parish Council requests confirmation of the intended duration and purpose of each access and, where permanent use is proposed, an assessment of the anticipated frequency, type and weight of vehicles throughout the operational lifetime of the development.
The Parish Council considers that any permanent use should be subject to appropriate assessment and controls rather than relying solely on traffic estimates associated with the construction phase.
Existing Weight Restriction and Traffic Management
The Parish Council wishes to emphasise that the entirety of Rawfield Lane, A1246 and Fairburn village is subject to a 7.5-tonne weight restriction, except for access.
The applicant should demonstrate how the proposed construction and operational traffic arrangements comply with the existing Traffic Regulation Order, including clarification of the circumstances in which the access exemption would apply.
The Parish Council also requests confirmation that North Yorkshire Council, as the highway authority, has been consulted regarding the suitability of Rawfield Lane for the proposed vehicle movements.
Any proposed traffic routes should be clearly identified, with appropriate measures to prevent unauthorised HGV movements and unsuitable routing through Fairburn and the surrounding rural highway network.
Information Requested
The Parish Council requests that the applicant provides:
1. Confirmation of whether each access point is intended for temporary construction use or permanent operational use.
2. Details of the anticipated number, type and weight of vehicles using each access during both construction and operation.
3. An assessment of whether the proposed changes will increase overall traffic movements along Rawfield Lane.
4. Consideration of the suitability of the narrow rural lane for increased traffic, including vehicle passing arrangements and highway safety.
5. An assessment of the potential impact on residential properties along Rawfield Lane.
6. Confirmation of how the existing 7.5-tonne weight restriction has been considered, including the legal basis for any proposed HGV access.
7. Details of proposed approach and departure routes and measures to prevent inappropriate use of the surrounding highway network.
8. Confirmation of the highway authority's position on the proposed access arrangements.

Conclusion
Fairburn Parish Council has significant concerns regarding the potential implications of Change 8 for Rawfield Lane.
The Parish Council considers that the existing characteristics of the road, including its narrow rural nature, residential properties and 7.5-tonne weight restriction, raise legitimate questions about its suitability for increased construction or operational traffic.
The Parish Council is particularly concerned about the possibility of permanent access arrangements being authorised without a clear understanding of the long-term traffic implications.
The Parish Council therefore requests that the Examining Authority requires the applicant to provide a comprehensive

assessment of the proposed access arrangements, including their intended duration, associated vehicle movements and impacts on highway safety and residential amenity.
Until this information is provided and satisfactorily assessed, Fairburn Parish Council does not consider that the suitability of the proposed access arrangements has been adequately demonstrated.