

My name is Piers Dibben and I am a very regular cyclist around the area covered by Limedown and live adjacent to Area E.

The construction phase of Limedown Solar will create a substantial increase in HGV movements across our rural lanes, many of which are used extensively by me and my fellow cyclists.

The particularly applies to the Fosse Way and lanes between Hullavington and Norton, which form part of a highly popular cycling network. Publicly available heat mapping (e.g. from Strava), clearly demonstrates that these routes experience consistently high numbers of cyclists, including commuters, recreational and club-based.

North Wiltshire is an established cycling destination, supported by a network of well-known cyclist hubs and destinations. For example, The Flying Monk Café—located directly on the proposed HGV route—is a recognised meeting point for cyclists, while nearby Malmesbury and Sherston host a number of cafés regularly used by riders travelling from across the region.

Riders are independent as well as from a range of local clubs such as:

- Chippenham Wheelers
- Malmesbury Cycling Club
- Sherston Velo Club
- Tetbury Velos
- Grittleton Road Racers

The introduction of large numbers of HGV traffic on these narrow and blind bend lanes will have an obvious and material effect on our ability to cycle safely around the area.

The proposed routes of construction traffic fails to adequately account for the established and well-evidenced use of these roads by cyclists, and introduces a significant safety risk. Without robust mitigation—such as alternative routing, strict traffic management controls, or physical safety measures—the development presents a material adverse impact on my anyone enjoying our lanes on bikes safety.