

Grittleton Parish Council Responses to Relevant Representations. (RR1742)

The draft Construction Traffic Management Plan (CTMP) is missing information regarding the permanent & temporary changes required to the road network by location for construction traffic, excluding abnormal loads.

The CTMP makes a number of assumptions regarding construction workers modes of transport, we require these to be stress tested to assess the impact on the road network.

GPC – 001 – Wellbeing of Residents, the applicant acknowledges states:

With respect to human health, the assessment outcome that there is no significant adverse effect to health generated by the Scheme has been agreed by the UK Health Security Agency in their relevant representation [RR-4798].

The term no significant adverse effect implies that there will be some, this must be further analysed as part of the examination process.

GPC 002 – The response from the applicant requires further analysis:

The assessment confirms that land would be taken out of arable rotation during the operational period of the Scheme but would remain productive and would be reinstated and returned to agricultural use as far as practicable following decommissioning.

The Agricultural Land Classification (ALC) should be based on historic data from recent arable rotation not a desk top exercise based on historic maps. The impact of sourcing arable crops lost from elsewhere should be taken into account assessing the projects impact.

What is meant by the statement – *but would remain productive*. Grazing a few sheep is not considered to be productive use of the land

How much land will be permanently lost from arable production given the statement - *as far as practicable*.

GPC – 003 – Landscape & Visual, the applicant states that there will be some harm is only mitigated after 15 years (25% of the project life). Such a time period is unacceptable as the Secretary of State has a statutory duty to ensure that the natural beauty of the CNL is conserved, and, if the scheme is approved, the SoS should explicitly address how that duty has been discharged with the submitted plans.

GPC – 004 – Cumulative impact, the 10km study area is too restrictive and should be extended to 20km.

GPC 008 – The CTMP does not recognize school traffic before 08:00 and the afternoon travel period for children returning from school between 15:00 & 17:00.

Given the location of Nursery/Preschool & Primary School facilities in the area there is considerable inter village traffic at the beginning and end of the school day.

Older children(Aged 11 – 16) travel to secondary schools from the area to either Chippenham or Malmesbury using either school buses or private vehicles, some of which will be on the road before 08:00.

The construction traffic movement restrictions should be extended to start at 07:30 in the morning and the afternoon extended to start at 15:00 and finish at 18:00.

There are two other approved schemes for 49.9mgw solar farms in close proximity to this scheme – Leigh Delamere & Red Barn (Kington St Michael). How will the applicant ensure that construction does not overlap, this will also have a detrimental impact on the availability tourist accommodation.

GPC – 009 - Given the number of construction workers that will require accommodation the temporary impact on the Tourism trade will be felt in a wider area than the 5km stated. Study area should be extended to 20km. The statistics stated are incorrect, they imply that 7,150 people are employed in tourism within 5km of the site, whilst it is stated that 29,000 are employed across Wiltshire, one of these must be wrong.

GPC – 010 – Transport & Access, the responses provided are considered in adequate, as already stated, the school travel period in the afternoon should be recognized.