Lime Down
Solar Park

Technical Note on Cumulative Sequential Visual Effects

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Revision 1

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The Infrastructure Planning (Examination Procedure) Rules 2010

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1 Introduction

1.1.1 In response to the relevant representations received from Wiltshire Council **[RR4934]**, in relation to the cumulative sequential visual effects (paragraphs 8.25 and 8.26 **[RR4934]**), the Applicant agreed to assess the sequential visual effects on the Fosse Way, the A429 and the A350 routes.

1.1.2 Paragraph 8.26 of Wiltshire Council's Relevant Representations RRs **[RR4934]** notes:

*"The sequential assessment should include the Newton (*sic*) Dairy, Long Newton (sic) Airfield and Upper Marsh Farm installations, north of Malmesbury before proceeding to Lime Down Sites B and C.*

Further potential sequential effects should be assessed along the A429 / A350 route from west of Charlton Park (north of Malmesbury); passing Rodbourne Rail solar farm; south to Lime Down Sites D & E; then land at Red Barn NE of Kington St Michael. It does not appear that these sequential assessments have been undertaken as part of the ES."

Purpose of the Sequential Visual Assessment

1.1.3 Sequential Effects relate to the visual experience of recognised routes and occur when the observer has to move to another location to see different developments.

1.1.4 The **Landscape and Visual Impact Assessment (LVIA) [APP-060]** includes a Cumulative Assessment, which at the request of Wiltshire Council was extended to 10km. However, the LVIA uses a 2km Study Area to assess visual effects, and so the 10km Cumulative Study Area was restricted to record Cumulative Landscape Effects only.

1.1.5 The Cumulative Landscape Assessment identified the Cumulative Development Sites (CD Sites), which are the Renewable Schemes contained within the Short List (refer to **ES Volume 1, Chapter 21: Cumulative and In-Combination Effects [APP-073]**). This was then refined to include Cumulative Development Sites (CD Sites) within the 10km Cumulative Study Area and/or within the 500m Cable Route Corridor.

1.1.6 There are 14 Included CD Sites within the 10km Study Area as set out in Table 8-13 of the **LVIA in ES Volume 1 Chapter 8 [APP-060]**. There are also 9 existing solar schemes within the 10km Study Area. As the visual assessment within the LVIA was undertaken within the 2km Study Area only 2 existing solar sites were considered in the baseline assessment. These being the Rodbourne Rail Solar Farm and Hullavington Solar Farm.

1.1.7 The Cumulative Landscape Assessment of the Scheme (which includes the Cable Route Corridor (CRC)) as set out in Section 4 of **ES Volume 3, Appendix 8-3-2-2 Landscape and Visual Assessment Sheets (Significant) [APP-191],** undertakes an assessment of the Scheme (assessed against the existing baseline) against a future baseline position containing the included 14 CD sites within the 10km Study Area.

1.1.8 Within the LVIA, the cumulative visual effects have been assessed within the 2km Study Area. However, no cumulative visual effects were recorded as there are no CD Sites within the 2km Study Area.

1.1.9 Within the LVIA, Cumulative Landscape Effects were assessed within the 10km Cumulative Study Area and Cumulative Visual Effects were considered within the 2km Study Area, i.e.: on those visual receptors who would experience effects as a result of views of the Scheme or the CD Sites. As such, given that there would be little to no visibility of the array beyond 1km (i.e., within the 2km Study Area), the visual assessment was not extended to 10km and sequential cumulative visual effects of the Scheme and the CD Sites on the Fosse Way and the A429 / A350 were not considered because there are no CD Sites within the visual Study Area of 2km.

1.1.10 The scope of this sequential visual assessment therefore relates to the two specific routes requested by Wiltshire Council within the 10km Study Area. The assessment includes:

- A sequential visual assessment "*along the Fosse Way including existing solar developments at the Newton (sic) Dairy installations at Long Newton (sic) Airfield and Upper Marsh Farm, north of Malmesbury before proceeding to Lime Down Sites B and C*"; and
- A sequential assessment "*along the A429 / A350 route from west of Charlton Park (north of Malmesbury); passing Rodbourne Rail solar farm; south to Lime Down Sites D & E; then land at Red Barn NE of Kington St Michael"*.

1.1.11 With reference to Table 8-31: Included Cumulative Development Sites in the LVIA **-ES Volume 1, Chapter 8 [APP-060]** the Cumulative Development (CD) Sites to be included in the sequential visual assessment, as requested by Wiltshire Council, are extracted below:

Table 1- Included CD Sites (extracted from Table 8-31 of the LVIA)

ID	App reference	Description	Distance from Scheme	Sequential Route
229	PL/2022/01695	EIA Screening Opinion for a proposed 20MW	1.54km from Cable Route Corridor	A429

		Solar Farm development northwest of Corston.	1.56km from Solar Sites	
234	20/05893/SCO	EIA screening/scoping opinion for installation of a solar farm with a 49.9 output including battery storage units on land at Bishoper Farm extending to 129.12ha. Update: EIA required- No application submitted at time of writing	1.13km from Cable Route Corridor 5.62km from Solar Sites	A429
243	PL/2023/08481	Solar farm of up to 40MW at land at Red Barn, East of Kington St Michael, Chippenham. Approved 31/01/2025	2.53km from Cable Route Corridor 2.53km from Solar Sites	A350

1.1.12 The above CD Sites are associated with the A429 / A350. There are no CD Sites associated with the Fosse Way.

1.1.13 Existing Solar Schemes included in Wiltshire Council's request include:

- The Newnton Dairy installations at Long Newnton Airfield and Upper Marsh Farm which is located to the east of the Fosse Way north of Malmesbury (referred to as the Newnton Dairy installations); and
- Rodbourne Rail solar farm to the north of Corston.

1.1.14 Rodbourne Rail solar farm, which is situated within the 2km Wider Study Area, was considered in the LVIA baseline for the landscape and visual cumulative assessments within the 2km Wider Study Area.

1.1.15 The Newnton Dairy installations which are situated within the 10km Cumulative Study Area were considered as part of the baseline in the Landscape Cumulative Assessment but was not considered within the Cumulative Visual Assessment as this assessment did not extend to 10km.

1.1.16 This TN addresses this by considering the Newnton Dairy installations as part of the existing baseline for users of the Fosse Way.

1.1.17 The above CD Sites and Existing Solar Schemes are shown in **ES Volume 2, Figure 8-15-1 to 8-15-7 [APP-106].**

2 Methodology

2.1.1 This assessment has been undertaken in accordance with GLVIA 3.

2.1.2 GLVIA 3 notes at paragraph 7.3 that *"cumulative visual effects are effects that can be caused by combined visibility, which 'occurs where the observer is able to see two or more developments from one viewpoint' and/or sequential effects which 'occur when the observer has to move to another viewpoint to see different developments' (SNH, 2012: 11)*" (paragraph 7.3)

2.1.3 This assessment specifically addresses the inter project sequential cumulative effects where the Scheme is being assessed interacting with the effects of other **proposed** developments of the same type in the area (i.e.: renewable schemes, noting that only solar schemes were identified) However, given Wiltshire Council's request to extend the sequential visual assessment to 10km, the existing solar schemes at the Newnton Dairy installation must be included within the consideration of the existing baseline position.

2.1.4 On sequential points along routes the guidance notes:

> *"In addition to fixed views, the viewpoints should also, as far as possible, cover important sequential views along key routes and transport corridors. Viewpoints should cover both near and more distant views, though not so distant as to be meaningless, unless it is useful to demonstrate the influence of distance. And they should cover the full range of different types of people who may be affected. The detailed location of each viewpoint should be carefully considered and should be as typical or representative as possible of the view likely to be experienced there. The details of viewpoint locations should be accurately mapped and catalogued and the direction and area covered by the view recorded. The information should be sufficient for someone else to return to the exact location and record the same view."* (Paragraph 6.22)

2.1.5 Sequential impacts occur when the observer has to move to another viewpoint to see different developments. Sequential impacts should be assessed for travel along regularly-used routes like major roads, railway lines, ferry routes, popular paths, etc. The magnitude of sequential effects will be affected by speed of travel and distance between viewpoints.

2.1.6 The magnitude of cumulative change depends on the scale, nature, duration and frequency of sequential views (glimpses or more prolonged views; oblique, filtered or more direct views; time separation between sequential views).

Study Area

2.1.7 The scope of the Assessment extends to the Cumulative 10km Study Area which has been defined from the outer boundary of the Scheme (including the land within the Scheme itself) as requested by Wiltshire Council.

Sequential Effects

2.1.8 A number of factors are used to inform the Sequential visual assessment These include:

- Scale of the change in the views;
- Nature of change;
- Duration of the change in time;
- Frequency of the change: Continuous, often, occasional, infrequent;
- Type of view: Glimpsed, prolonged, oblique, filtered or direct; and
- Time separation between sequential views.

Supporting Documents

2.1.9 This assessment is supported by:

- Appendix A -Figures showing the Fosse Way and the A429/A350 routes in conjunction with existing solar Schemes, the Scheme and the included CD Sites.
- Appendix B- Additional sequential viewpoints (SVPs) are presented in of this assessment.
- The LVIA viewpoints and photomontages in **ES Volume 2, Figure 8-14 Baseline Photography and Photomontages [APP103- 105] and ES Volume 2, Figure 8-14 Baseline Photography and Photomontages – Viewpoints 45- CNL G (Part 3) (Revision 2) [APP-AS001].**

2.1.10 The Assessment of the routes has been broken down into different sections to aid the reader. These are shown on the Figures in Appendix A.

- Figures 1-3 relate to the Fosse Way, and
- Figures 4-7 relate to the A429 / A350.

2.1.11 The Figures also include the identified existing solar schemes, the relevant CD Sites included in the assessment, as well as the viewpoint location of the addition Sequential Viewpoints (SVPs) provided for the assessment.

Assessment Format

2.1.12 Two separate assessments have been undertaken, one for users of the Fosse Way and another for users of the A429 / A350 and are presented in Section 3 and 4 respectively.

2.1.13 The sequential assessment on the Fosse Way considers the baseline context of the Fosse Way in relation to the Scheme. As identified above, there are no associated CD Sites. This is set out in Section 3.

2.1.14 The sequential cumulative visual assessment on the A429 / A350 considers the baseline context of the route in relation to the Scheme and the existing solar sites and the identified CD Sites. This is set out in Section 4.

2.1.15 The baseline description of the routes within the 10km Cumulative Study Area is divided into sections by points (A, B, C etc) as shown on Figures 1-7 in Appendix A.

2.1.16 Both assessments draw on the findings of the LVIA for the relevant Receptors as assessed within the 2km Study Area.

3 Sequential Visual Assessment for users of the Fosse Way

3.1.1 The Sequential Visual Assessment for users of the Fosse Way includes the existing Newnton Dairy installations at Long Newnton Airfield and Upper Marsh Farm, north of Malmesbury before proceeding to Lime Down Sites B and C. There are no CD Sites associated with the Fosse Way.

3.1.2 The above solar installations are existing and as such form part of the existing baseline scenario as set out in the Methodology. However, as the visual assessment did not extend to the 10km these installations were not considered in the visual assessment of the LVIA and so have been included within the baseline sections below.

3.1.3 The Newnton Dairy installations are located to the east of the Fosse Way on relatively flat land between the 115m and 120m contour. The schemes are set back from the Fosse Way by at least 100m at its nearest distance. Newnton Dairy Farm and Melcourt industries, a leading supplier of growing media, mulches, soil improvers and landscape products are located to the west of the Fosse Way.

3.1.4 The baseline description considers views in all directions but is described from north to south. The route is broken down into discreet sections (A-H) as shown on Sheets 1-3 of Appendix A.

3.2 Baseline Description

Section A-B

3.2.1 The section of the Fosse Way (from Point A to B) is all Byway and is predominantly enclosed by outgrown hedgerows to both sides which limit views to the wider landscape. The route is bisected by a number of local roads and an access road to Fosse Tilery Farm from Brokenborourgh. Where there is access from these routes, hedgerows are occasionally clipped allowing more open views in places. The vegetation and the undulating topography of the rolling Hullavington Lowlands limits visibility to the wider landscape.

3.2.2 Section A-B of the Fosse Way is adjacent to the Newnton Dairy solar installations at Long Newnton Airfield and Marsh Farmand. It is a Byway open to All Traffic (Byways CRUD 15 and Brok 22, which runs between Crudwell Lane (POINT A) to the north and Five Lanes to Long Newnton to the south (POINT B)). This is a distance of approximately 1.3km which takes approximately 17 minutes to walk. The route is lined by hedgerows and mature trees to both sides enclosing and restricting views. In winter

there are occasional filtered views towards the installations – refer to Sequential View 1 and 2 in Appendix B of this report.

3.2.3 There is no visual relationship with the Scheme from this section of the Fosse Way. The nearest section of the Scheme (field parcel B6) is located at the Foxley Road junction with the Fosse Way (POINT C)-at a distance of 7km from Point B.

Section B-C

3.2.4 This 7km section of the Fosse Way consists of Byways BROK 22, BROK 3, EGRE 1 which takes approximately 1 hour and 40 minutes to walk. The route is typically straight and is predominantly lined with hedgerows and mature trees which curtail views to the wider landscape. There are occasional views towards Malmsbury where Malmsbury Abbey is just discernible on the skyline from the section near to Fosse Tilery Farm where the route has a sealed surface. Field access points in this location allow the hedgerows to be clipped. Again, the route is predominantly flat with slight undulations but is steeper where it fords the River Avon (Tetbury Branch) near Brockenborough and two tributaries of the Sherston Branch to the north and south of Foxley Road.

3.2.5 Due to the undulating topography and the vegetation associated with the Fosse Way which restricts views to the wider landscape, there are no visibility to the Scheme or any of the existing or proposed CD sites.

3.2.6 The Byway at its southern end is BOAT WT|EGRE|1 (Lime Down Receptor TP036). As set out in ES Volume 3, Appendix 8.3.1: Visual Assessment Sheets (Not carried through to the ES Assessment), the Byway is enclosed by dense vegetation which screen views towards the Scheme and was not carried forward into further assessment within the LVIA. There is also no visibility to any existing or proposed CD Sites.

Section C-D

3.2.7 From Point C the Fosse Way follows a rural road along the boundary of Lime Down field parcel B6 for 300m. The route along the road is more open in character than the Byway to the north. There is a clipped hedgerow to the north providing open views across the landscape and an outgrown hedgerow to field B6 which restricts views into the Scheme to the south. There are filtered views in winter where vegetation is not in leaf. As the land rises, and at the southwest corner of B6, a short section of the hedgerow is clipped to each side of an access gate where there is a view across B6 towards Malmsbury where again, the Abbey is just discernible on the horizon (at a distance of approximately 5.5km). There is no visibility to any existing or proposed CD Sites.

Section D to E

3.2.8 At the bend in the road at Point D, the Fosse Way continues straight ahead as Byway WT|SHER|37 (Lime Down Receptor TP033) past field parcels B1 to B5. No infrastructure is proposed in these field parcels although a construction route is proposed. Views from the northern end of this Byway are relatively open due to the topography and are represented by Viewpoint 15 of the LVIA. The southern end of the byway is more enclosed by vegetation and mature trees to both sides of the route as shown in LVIA Viewpoint 15. The route passes Ladyswood Farm to a road junction (Point E) near Fosse Farm. This section of the Fosse Way is 1.9km and takes approximately 20 minutes to walk. There is no visibility to any existing or proposed CD Sites and the journey along this section of the Fosse Way is not dominated by Solar.

Section E to F

3.2.9 From Point E, the Fosse Way continues as a minor road – (LVIA Receptor TR145) crossing the railway line to Fosse Lodge along the eastern boundary of field parcel C10 to point F. It is a distance of 2.67km which takes approximately 40 minutes to walk. There are some relatively open views from this section of the Fosse Way to the north and south as represented by LVIA Viewpoints 22,23, 24 and 25 due to the topography. There is no visibility to any existing or proposed CD Sites and the journey along this section of the Fosse Way is not dominated by Solar.

Section F to G

3.2.10 LVIA Transport Receptor TR145 continues along the Fosse Way away from the Scheme to Point G where it returns to a Byway. This is a distance of 1km which takes approximately 12 minutes to walk. This section is densely screened by woodland to the east and is partially screened to the west. The topography and level of vegetation limits the visibility of the Scheme from this section of the Fosse Way and there are no views to any existing or proposed CD Sites. There is no visibility to any existing or proposed CD Sites and the journey along this section of the Fosse Way will be affected by the Scheme.

Section G to H

3.2.11 Byway WT|GRIT|6 continues in a south westerly direction and rejoins roads just north of the M4 Motorway (Point H). This section is 1.9km and takes approximately 30 minutes to walk. There is no visual relationship with the Scheme, the existing solar schemes or any of the CD Sites from this section of the Fosse Way.

3.3 Sequential Effects

3.3.1 The visual baseline above identifies the Newnton Dairy installations at Long Newnton in addition to the Scheme. There is no visual relationship with the CD Sites. There is no visual relationship from the Fosse Way between the existing solar schemes at Newnton Dairy installations at Long Newnton Airfield and Upper Marsh Farm and the Scheme which is located on the Foxley Road junction with the Fosse Way (at its nearest distance at POINT C near field parcel B6) - a distance of 7km from Point B) which takes approximately 1 hour and 40 minutes to walk.

3.3.2 Within the 10 Km Cumulative Study Area, the Fosse Way is predominantly a Byway. It crosses a number of roads along its route which breaks the route into separate sections. There are two sections of the Fosse Way which are surfaced and form local roads. Section C-D of the Fosse Way runs alongside Lime Down Site B and Section E-G runs through Lime Down Site C to point F at Fosse Lodge. These roads are separated by a short Section of Byway alongside Site B (Receptor TP033- BOAT WT|SHER|37).

3.3.3 The northern Section A-C of the Fosse Way is Byway which is visually enclosed by hedgerow vegetation to both sides of the route which limits views to the wider landscape. The route provides access to properties, farms and local businesses where there are breaks in the vegetation providing occasional more open views to the landscape. To the south, section G- H of the Fosse Way continues as Byway and is again enclosed to the west by hedgerows but has more open views to the east where woodlands and smaller coverts interrupt wider views of the landscape.

3.3.4 The existing Newnton Dairy solar farm is situated alongside Section A-B of the Fosse Way. There are filtered, oblique views to the existing solar farm with occasional direct views at field entrances- refer to Sequential Views 1 and 2 in Appendix B of this report. These views are limited to a short section of the Fosse Way where this existing solar farm is adjacent to the route Section A-B of the Fosse Way is a distance of approximately 1.3km which takes approximately 17 minutes to walk. The route is lined by hedgerows and mature trees to both sides enclosing and restricting views to occasional filtered views towards the installations which are set back from the Fosse Way (refer to Sequential Views 1 and 2 in Appendix B of this report).

3.3.5 The existing Newnton Dairy solar farm is approximately 7km north of the Lime Down Site B (Parcel B6) at Point C which takes approximately 1 hour and 40 minutes to walk.

3.3.6 Within Section D to E, solar infrastructure is proposed in Lime Down B6 and is predominantly screened by tall hedgerow vegetation. At the

southern end hedgerows are shorter and there are views across the field at a field entrance near the south west corner. Infrastructure is set back from the road but will be briefly visible at the field entrance when driving or walking past.

3.3.7 No solar infrastructure is proposed along the Byway section of the Fosse Way in field parcels B1 to B5 between Section D-E of the Fosse Way.

3.3.8 There are more open views of Lime Down Site C between Section E to F of the Fosse Way due to the topography which rises either side of the railway line. Panels are not proposed on both sides of the Fosse Way (except for a short section in Field C14 near the railway line) and panels are set back from the Fosse Way. Views are predominantly oblique or filtered through existing vegetation.

3.3.9 To the south of Point F at Fosse Lodge there are no existing or proposed solar schemes for the remaining extent of the Fosse Way within the 10km Study Area.

3.3.10 Given the 7km distance and transition time of approximately 1 hour and 40 minutes to walk that distance, it is considered that the visual effects on the visual experience / amenity of users of the Fosse Way would be no greater than those experienced from the Scheme. The presence of the Scheme and the existing solar farm, seen sequentially would not dominate the visual experience of users of the Fosse Way within the 10km Cumulative Study Area.

3.3.11 Therefore, the effects on users of the Fosse Way, (Receptor TR145 and TP033) are as set out in the LVIA in **ES Volume 3, Appendix 8-3-2-2: Landscape and Visual Assessment Sheets (Significant) [APP191].**

3.3.12 The sequential effects to users of the Fosse Way are due to the Scheme which would introduce some detracting features to existing highly sensitive and well composed views, resulting in a noticeable deterioration of existing views from the Fosse Way. This is due to Lime Down Sites B and D with no additional sequential effect arising from the existing solar farm at Newtnon Dairy approximately 7km away.

3.3.13 Given the 7km distance and duration of the successive views of the Scheme and the Newnton Dairy installations, as well as the nature of the filtered views of the Newnton Dairy installations it is concluded that the sequential cumulative visual effects on the users of the Fosse Way are no greater than the effects of the Scheme (TR145).

3.3.14 Mitigation measures embedded with the Scheme as set out in section 8-9 of ES Volume 1, Chapter 8 Landscape and Visual **[APP-060]** and shown on Landscape and Ecological Mitigation Plans **[APP-084]** will reduce the effects of the Scheme by Year 15.

3.3.15 As the proposed mitigation planting within Lime Down Sites B, C and D matures, the adverse effects arising from the Scheme would reduce.

3.4 Conclusion

3.4.1 The LVIA accepts that there are Moderate Adverse effects on the visual amenity of users of the Fosse Way as a result of the Scheme as set out within ES Volume 3, Appendix 8-3-2-2 LVIA Assessment Sheets (Significant) **[APP-191]**.

3.4.2 As set out in the assessment above no additional Significant Adverse Sequential Effects on the amenity of users of the Fosse Way have been identified.

4 Sequential Cumulative Assessment for users of the A429 / A350

4.1.1 A sequential assessment along the A429 route from west of Charlton Park (north of Malmesbury); passing Rodbourne Rail solar farm; south to Lime Down Sites D & E and then the A350 which continues south of the M4 past land at Red Barn NE of Kington St Michael.

4.1.2 The route of the A429 / A350 extends to approximately 25km of road as it travels through the 10km Cumulative Study Area. The route passes CD Site 234 (Land west of A429 (Crudwell Road) North of Malmesbury) which is located to the west of Charlton Park. It then passes CD Site 229 to the north of the existing Rodbourne Rail Solar Site to the northeast of Corston before passing between Lime Down Sites D and E. To the south of the M4, CD Site 243 spans the A350 to the north of Chippenham from Days Lane to the north east to Kington St Micheal to the south west.

4.1.3 As the application for CD Site 234 is for EIA scoping opinion following screening (which confirms that EIA is required) there are no detailed proposals of the Scheme available at this time.

4.1.4 CD Site 229 relates to a screening opinion which determined that EIA is not required and at the time of writing there are no details of the Scheme as an application has not been made.

4.2 Baseline Description

Section A-B

4.2.1 The Assessment starts at point A of the A429 at the junction with a lane to Murcott Park Farm, travelling from north to south. The road is predominantly lined with hedgerows with occasional mature trees. The three existing solar farms associated with Long Newnton Airfield and Marsh Farm are located approximately 1.2km to the west on higher ground beyond rising land and are not discernible from the road.

Section B-C

4.2.2 This section passes CD Site 234 (Land west of A429 (Crudwell Road) North of Malmesbury) which is located to the west of Charlton Park and to the south of Five Lanes which crosses the A429. The development boundary of CD Site 234 does not include the fields directly adjacent to the road and is set back from the road beyond field boundary hedgerows on slightly rising land as seen in SVP 4, 5 and 6. There are filtered views towards CD Site 234 through hedgerows and occasional mature trees along the road as well intervening hedgerows along the boundary of the

Site. Tree belts to the east of the road, beyond a low stone wall form the boundary of Charlton Park estate which provides enclosure to the east side of the road.

Section C-D

4.2.3 The A429 between points C-D by-passes the historic town of Malmesbury which lies to the north of the River Avon which gives rise to some steeper topography as the river meanders eastwards. A petrol station, a water tower, a supermarket and other small businesses as well as roundabouts provide a semi-urban character as it passes Malmsbury. Woodland belts to the road restrict views to the wider landscape. The road crosses the river and climbs up Burton Hill out of the valley towards the village of Corston. There are no nearby Solar schemes to this section of the A429.

Section D-E

4.2.4 The section of road crosses Burton Hill as it leaves Malmesbury where it is bounded by tall hedgerows which restrict views to the wider landscape. Towards the junction with Grange Lane which fork west towards Rodbourne, hedgerows are lower providing more open views. CD Site 229 (for a 20MW Solar Farm development northwest of Corston) is located on land between the A429 and Grange Lane. With reference to SVP 7 in Appendix B, mature trees to both roads predominantly screen views of the Site on the approach from the north. The trees are not a continuous belt and there are filtered views which would be more open when trees are not in leaf.

4.2.5 CD Site 229 relates to a screening opinion which determined that EIA is not required and at the time of writing there are no details of the Scheme as an application has not been made. The red line boundary of CD Site 229 aligns with the A429 to the west and the Site contains a triangular field extending to Grange Lane with an addition area to the east of Grange Lane which extends to high ground. The southern boundary adjoins the existing solar scheme at Rodbourne Rail Farm. SVP 8 shows the visibility of the existing scheme over a low hedgerow with mature trees to the road. Further south higher hedgerows without mature trees screen views of the existing Rodbourne Rail Farm solar scheme.

Section E-F

4.2.6 Between points E to F, the A429 passes through a series of bends within the village of Corston. On leaving the village where built form contains views there are more open views where Lime Down Site E is located on higher ground to the east. SVP 9 shows rising land in the foreground rising to Bincombe Wood and Rodbourne water Tower which are visible

on the skyline. Field E1, E2 and E3 are just discernible along a strong hedgerow with mature trees which follows the line of PRoW Footpath WT|MALW|55 (Receptor TP174). The remainder of Lime Down Site E is located beyond the ridgeline.

4.2.7 To the west of the A429 Lime Down Site D is located beyond the ridgeline of the rising land and is not visible from the A429. Beyond the point where the road passes under the railway line, there are no views towards Lime Down Site E.

Section F-G

4.2.8 There are no views of Lime Down Site E from the section of the A429, between the roundabout junction to Hullavington and Norton, passing through Lower Stanton St Quintin, to the junction 17 of the M4 where the A429 ends.

Section G-H

4.2.9 At the junction 17 M4, large warehouses dominate views on the exit to the A350. From of the M4 to the roundabout on the northern edge of Chippenham (known as the Malmesbury roundabout) the A350 is a dual carriageway with a speed limit of 70mph for most of its length. The northern part of the road has treed central reservation which restricts views. CD Site 243, an approved solar scheme at Red Barn, East of Kington St Michael straddles the A350. The smaller eastern part is located between the A350 towards Day's Lane. The Scheme is set back from the junction beyond an existing hedgerow where views are quite open- refer to SVP 10. Further south, views from the A350 are channelled by tall hedgerows along the road and the central reservation.

4.2.10 Where the central reservation ends, there are open views to the southwest, where the extent of the western part of CD Site 243 is visible – refer to SVP 11 from the bus stop. When travelling north, where the road is closer to the Site boundary, views towards the Site are more screened by hedgerows and mature trees to the road with only occasional glimpsed views at field entrances – refer to SVP 12. The topography of CD Site 243 slopes away from the road forming a gently undulating area. In this area the road is higher, allowing open views over the landscape within the CD Site 243.

Section H-I

4.2.11 Section H-I follows the Chippenham bypass from the Malmesbury roundabout to the edge of the 1km Cumulative Study Area. There are no views to any solar schemes from this section of the A350.

4.3 Sequential Effects

4.3.1 The baseline assessment above identifies one existing solar scheme (Rodbourne Rail Farm, 1.1km to the north of Lime Down E) and two CD Sites in addition to the Scheme. CD Site 234 is 6.2km to the north of Lime Down Site D (at its closest distance) and CD Site 243 is 2.53km to the south of Lime Down Site E (at its closest distance).

4.3.2 The baseline assessment has shown there is no visual relationship from the A429 / A350 between the existing solar scheme at Rodbourne Rail Farm and the Scheme or either of the two CD Sites.

4.3.3 This section of the report considers the sequential effects on the A429 / A350 as a result of Lime Down Sites D and E and the three CD Sites including CD Site 234 (to the north of Malmsbury), CD Site 229 (to the north of Rodbourne Rail solar farm) and CD Site 243 to the south of the M4. It describes the overall character and visual experience of the A429 / A350 with relation to the baseline descriptions of the various sections of the route as set out in section 4.2 of this TN and then describes the effects of the sequential experience.

4.3.4 The route of A429 / A350 runs predominantly in a north south direction through the 10km Study Area, crossing the M4 to the south of the Scheme. To the north of the M4 the A429 is predominantly single carriage way and passes through a number of village and skirts round the town of Malmesbury. It has a speed limits of 60mph, reducing to 40mph around Malmesbury and 30mph through the villages of Corston and Stanton St Quintin. The A350 extends south from the M4 and is predominantly dual carriage with a speed limit of 70mph reducing to 50mph as it bypasses Chippenham.

4.3.5 Between Section A-B there are no views towards the existing Solar Farms at Long Newnton Airfield and Marsh Farms which are located on higher ground to the west.

4.3.6 There are limited oblique views of CD Site 234 within section A to C due to the offset of the boundary to the road and intervening existing hedgerow screening. There is a distance of approximately 4.3km between CD Site 234 and CD Site 229 which takes approximately 3.5 minutes to drive.

4.3.7 Views of CD Site 229 are predominantly restricted by mature trees at the junction of the A429 and Grange Lane. As the trees are not continuous. there is a narrow but fleeting view into the Site as seen in SVP 7 in Appendix B. Hedgerows to the A429 predominantly screen views of the Site on the approach from the north.

4.3.8 The existing Robourne Rail solar farm is directly to the south of CD Site 229 and would be seen sequentially to CD Site 229.

4.3.9 There are some filtered, oblique views to the existing Rodbourne Rail Solar. These views are limited to a short section of the A429 where the scheme is adjacent to the route within section D-E of the route.

4.3.10 There is a distance of approximately 1.4km between the existing Robourne Rail solar farm and Lime Down D. They are separated by the village of Corston. There are some filtered oblique views of Lime Down E between Points E-F. Field parcels E2, E3 and E4 on higher ground beyond intervening existing hedgerow vegetation along Footpath WT|MALW|55 would be visible, especially in winter when trees are not on leaf.

4.3.11 There is a distance of approximately 4.2km between Lime Down D and CD Site 243. The CD Site is located to the south of the M4 and would take approximately 3 minutes to drive at an average speed of 50mph noting that users will have to cross the Junction 17 of the M4 which is a large multi armed roundabout acting as a transition point along the A249 / A350.

4.3.12 At the junction of the M4, large warehouses dominate views on the exit to the A350. The road is a dual carriageway with a central reservation to the north where vegetation restricts views. There are some open oblique views of CD Site 243 between Points G and H due the elevated height of the road and the rolling topography of the site.

4.3.13 Users of the A350 are predominantly motorists, travelling at speed and their focus of attention is on the road. Users would have a low level of awareness to the sequential views of the solar schemes in the landscape.

4.3.14 Apart from the CD Site 229 and the existing Rodbourne Rail solar farm which are adjacent to each other and will effectively be seen as one scheme, the frequency of the change in views, as a result of the schemes is considered to be infrequent.

4.3.15 It is recognised that the individual CD Sites could result in adverse effects in localised views from the A429 / A350. However, given the limited visibility of the Scheme in views from the A429, its separation to the A350 by the M4 motorway and the distances between the CD sites and Lime Down, the sequential visual effects associated with the Scheme on the users of the A429 / A350 (Receptor TR004-TR007) are no greater than those identified in the LVIA.

4.3.16 As the proposed mitigation planting within Lime Down Sites E and the anticipated mitigation within the 3 CD Site matures, the effects of the Scheme and that associated with the 3 CD Sites would reduce.

4.3.17 Mitigation measures embedded with the Scheme as set out in section 8-9 of **ES Volume 1, Chapter 8 Landscape and Visual [App-060]** and shown on **Landscape and Ecological Mitigation Plans [APP-084]** will reduce the effects of the Scheme by Year 15. It is assumed that the 3 CD Sites where dull details are not available will propose similar mitigation to reduce the visual effects of the Schemes.

4.4 Conclusion

4.4.1 The LVIA accepts that there are Minor Adverse effects on the visual amenity of users of the A429 as a result of the Scheme during Construction and Year 1 which would reduce to Negligible once proposed mitigation has matured as set out within ES Volume 3, Appendix 8-3-2-2 LVIA Assessment Sheets (Significant) **[APP-191]**.

4.4.2 It is recognised that the individual CD Sites could result in adverse effects in localised views from the A429 / A350. However, given the limited visibility of the Scheme in views from the A429, its separation to the A350 by the M4 motorway and the distances between the CD sites and Lime Down, the sequential visual effects associated with the Scheme on the users of the A429 / A350 (Receptor TR004-TR007) are no greater than those identified in the LVIA.

Appendix A

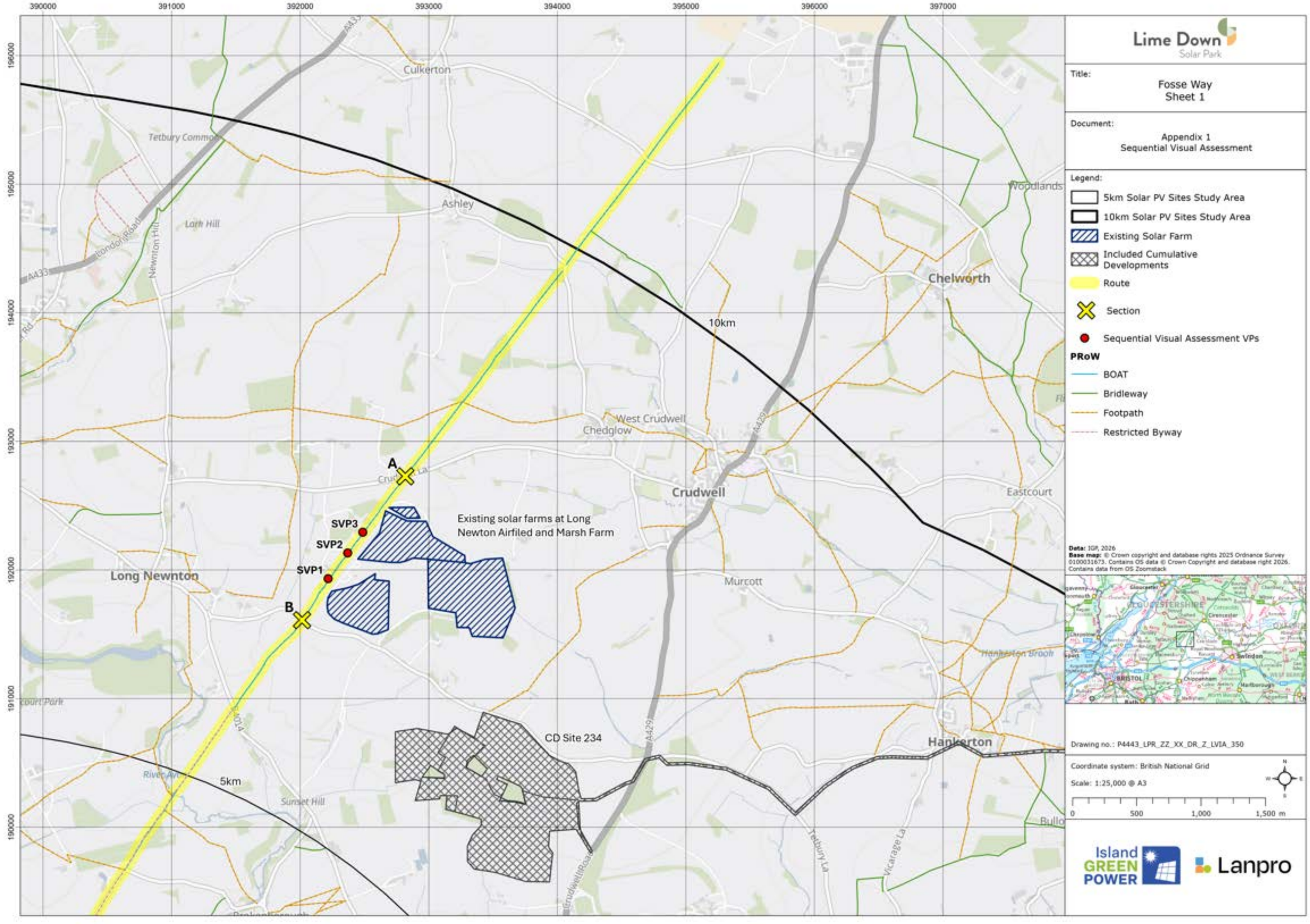
Lime Down Solar Park

Lime Down Solar

Sequential Cumulative Figures

Appendix A – Figures

12/04/2026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Culkerton
Tetbury Common
Ashley
Lath Hill
Newton Hill
London Road
A433
Woodlands
Chelworth
10km
West Crudwell
Chedglow
A429
A
Crudwell
Eastcourt
SVP3
SVP2
SVP1
Existing solar farms at Long Newton Airfiled and Marsh Farm
Long Newton
B
Murcott
Hankerton Brook
CD Site 234
Hankerton
5km
River Avon
Sunset Hill
Tetbury La
Vicarage La
Crudwell Road
Lime Down
Solar Park
Title:
Fosse Way
Sheet 1
Document:
Appendix 1
Sequential Visual Assessment
Legend:
5km Solar PV Sites Study Area
10km Solar PV Sites Study Area
Existing Solar Farm
Included Cumulative Developments
Route
Section
Sequential Visual Assessment VPs
PRoW
BOAT
Bridleway
Footpath
Restricted Byway
Data: IGP, 2026
Base map: © Crown copyright and database rights 2025 Ordnance Survey 0100031673. Contains OS data © Crown Copyright and database right 2026. Contains data from OS Zoomstack
GLOUCESTERSHIRE
BRISTOL
Swindon
Drawing no.: P4443_LPR_ZZ_XX_DR_Z_LVIA_350
Coordinate system: British National Grid
Scale: 1:25,000 @ A3
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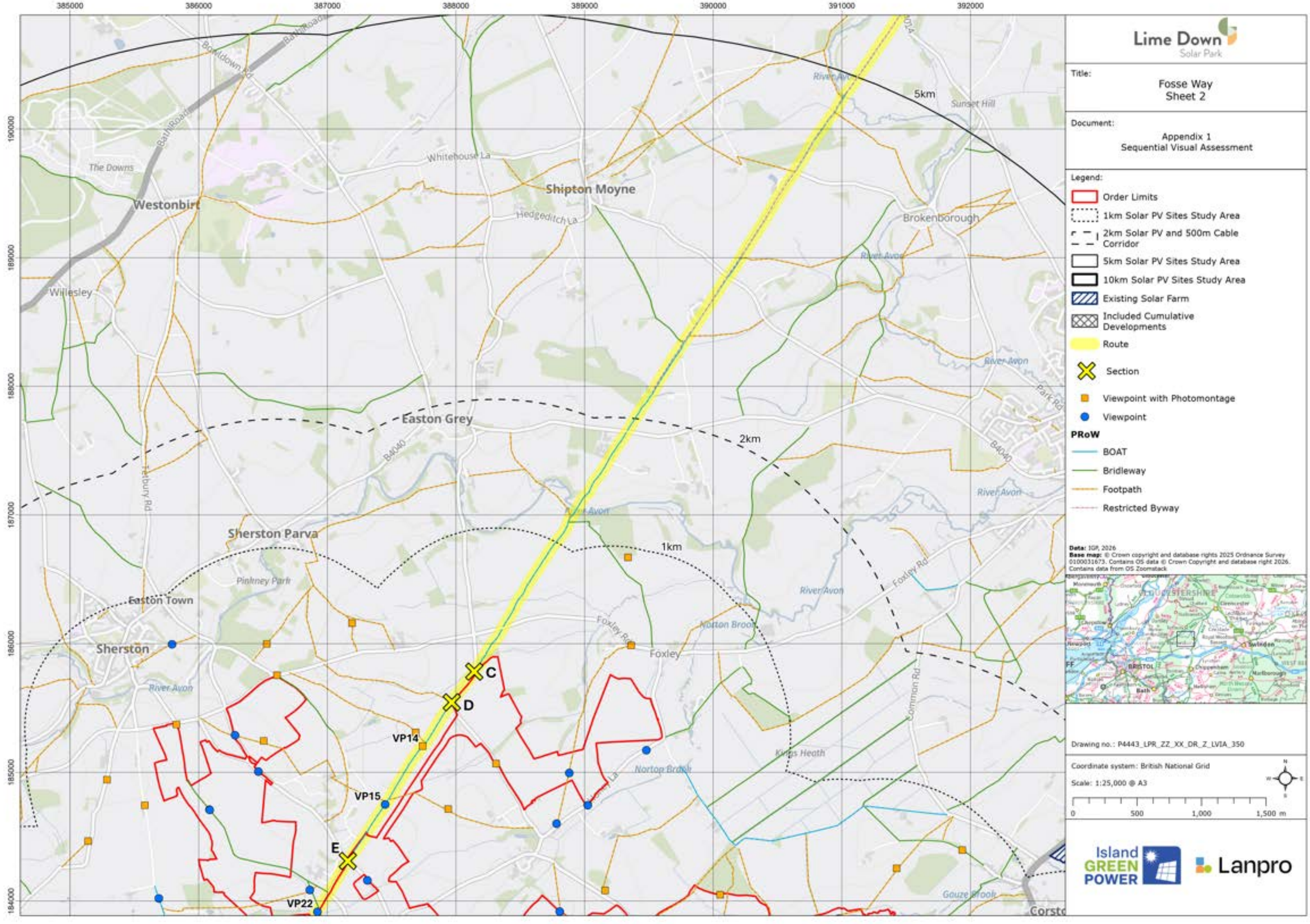
Island GREEN POWER
Lanpro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Lime Down
Solar Park
Title:
Fosse Way
Sheet 2
Document:
Appendix 1
Sequential Visual Assessment
Legend:
Order Limits
1km Solar PV Sites Study Area
2km Solar PV and 500m Cable Corridor
5km Solar PV Sites Study Area
10km Solar PV Sites Study Area
Existing Solar Farm
Included Cumulative Developments
Route
Section
Viewpoint with Photomontage
Viewpoint
PRoW
BOAT
Bridleway
Footpath
Restricted Byway
Data: IGP, 2026
Base map: © Crown copyright and database rights 2025 Ordnance Survey 0100031673. Contains OS data © Crown Copyright and database right 2026. Contains data from OS Zoomstack
Drawing no.: P4443_LPR_ZZ_XX_DR_Z_LVIA_350
Coordinate system: British National Grid
Scale: 1:25,000 @ A3
0
500
1,000
1,500 m
5km
2km
1km
Shipton Moyne
Westonbirt
Willesley
Easton Grey
Sherston Parva
Easton Town
Sherston
Foxley
Brokenborough
Whitehouse La
Hedgeditch La
Bath Road
Bowldown Rd
The Downs
Sunset Hill
River Avon
Norton Brook
Foxley Rd
Common Rd
Park Rd
Pinkney Park
Kings Heath
Gouze Brook
B4040
Tetbury Rd
VP14
VP15
VP22
C
D
E
Island GREEN POWER
Lanpro

382000 383000 384000 385000 386000 387000 388000 389000

184000 183000 182000 181000 180000 179000 178000

VP15
E
VP22
VP23
VP24
VP25
F
G
H
1km
2km
5km
Luckington
Alderton
Littleton Drew
Grittleton
New Town
Burton
Foscote
Sevington
Leigh Delamere
Nettleton Green
Cherry Orchard La
Allens Ave La
Bristol Road
B4040
Alderton Rd
Kington Road
Luckington Brook
Gauze Brook
Hopcote Bridge
Grittleton Stream
Pig La
The Gibb
Gatcombe Hill
Summer La
By Brook
B4039
Rat Hill
M4
Hulla

Lime Down Solar Park

Title:
Fosse Way
Sheet 3

Document:
Appendix 1
Sequential Visual Assessment

Legend:
- Order Limits
- 1km Solar PV Sites Study Area
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- 5km Solar PV Sites Study Area
- 10km Solar PV Sites Study Area
- Existing Solar Farm
- Included Cumulative Developments
- Route
- Section
- Viewpoint with Photomontage
- Viewpoint

PRoW
- BOAT
- Bridleway
- Footpath
- Restricted Byway

Data: IGP, 2026
Base map: © Crown copyright and database rights 2025 Ordnance Survey 0100031673. Contains OS data © Crown Copyright and database right 2026. Contains data from OS Zoomstack

Drawing no.: P4443_LPR_ZZ_XX_DR_Z_LVIA_350

Coordinate system: British National Grid
Scale: 1:25,000 @ A3
0 500 1,000 1,500 m

Island GREEN POWER
Lanpro

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196000 195000 194000 193000 192000 191000 190000

Culkerton
Tetbury Common
Ashley
Lath Hill
Newton Hill
London Road
A433
Woodlands
Chelworth
10km
West Crudwell
Chedglow
Crudwell La
Crudwell
Eastcourt
Existing solar farms at Long Newton Airfiled and Marsh Farm
Long Newton
A
Murcott
Hankerton Brook
Court Park
B4014
CD Site 234
B
SVP4
SVP5
SVP6
Hankerton
River Avon
5km
Sunset Hill
Tetbury La
Vicarage La
Crudwell Road

Lime Down Solar Park

Title:
A429/A350
Sheet 4

Document:
Appendix 1
Sequential Visual Assessment

Legend:
- 5km Solar PV Sites Study Area
- 10km Solar PV Sites Study Area
- Existing Solar Farm
- Included Cumulative Developments
- Route
- Section
- Sequential Visual Assessment VPs

PRoW
- BOAT
- Bridleway
- Footpath
- Restricted Byway

Drawing no.: P4443_LPR_ZZ_XX_DR_Z_LVIA_350

Coordinate system: British National Grid

Scale: 1:25,000 @ A3

0 500 1,000 1,500 m

Island GREEN POWER

Lanpro

Lime Down Solar Park

Title:
A429/A350
Sheet 5

Document:
Appendix 1
Sequential Visual Assessment

Legend:
- Order Limits
- 1km Solar PV Sites Study Area
- 2km Solar PV and 500m Cable Corridor
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- Viewpoint
- Sequential Visual Assessment VPs

PRoW
- BOAT
- Bridleway
- Footpath
- Restricted Byway

Drawing no.: P4443_LPR_ZZ_XX_DR_Z_LVIA_350

Coordinate system: British National Grid

Scale: 1:25,000 @ A3

0 500 1,000 1,500 m

Island GREEN POWER

Lanpro

Lime Down Solar Park

Title:
A429/A350
Sheet 6

Document:
Appendix 1
Sequential Visual Assessment

Legend:
- Order Limits
- 1km Solar PV Sites Study Area
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- Viewpoint
- Sequential Visual Assessment VPs

PRoW
- BOAT
- Bridleway
- Footpath

Drawing no.: P4443_LPR_ZZ_XX_DR_Z_LVIA_350

Coordinate system: British National Grid

Scale: 1:25,000 @ A3

0 500 1,000 1,500 m

Island GREEN POWER

Lanpro

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177000 176000 175000 174000 173000 172000 171000

Lime Down Solar Park

Title:
A429/A350
Sheet 7

Document:
Appendix 1
Sequential Visual Assessment

Legend:
- Order Limits
- 2km Solar PV and 500m Cable Corridor
- 5km Solar PV Sites Study Area
- 10km Solar PV Sites Study Area
- Existing Solar Farm
- Included Cumulative Developments
- Route

PRoW
- BOAT
- Bridleway
- Footpath

Data: IGP, 2026
Base map: © Crown copyright and database rights 2025 Ordnance Survey 0100031673. Contains OS data © Crown Copyright and database right 2026. Contains data from OS Zoomstack

Drawing no.: P4443_LPR_ZZ_XX_DR_Z_LVIA_350

Coordinate system: British National Grid

Scale: 1:25,000 @ A3

0 500 1,000 1,500 m

Island GREEN POWER

Lanpro

Appendix B

Lime Down
Solar Park

Lime Down Solar

Sequential Cumulative Viewpoints

Appendix B – Viewpoint Photography

12/04/2026

Approximate extent of existing Long Newton Airfield Solar Scheme

Woodland to Marsh Farm

Fosse Way

Viewpoint 1: From Fosse Way looking southeast adjacent to Long Newton Airfield Solar Scheme

Drawing Ref:	Figure 1
Taken on:	April 2026
Weather:	Sunny with clouds

Photograph

Camera & lens:	Nikon D610 FFS, 50mm
Camera Height:	1.5m
Direction of view:	Looking southeast towards site
Approximate distance to site:	1.8km

Viewing Instructions - For correct perspective viewing, these images should be printed at A1 and viewed at a distance of 500 mm (arms distance) whilst curving the image in an arc of 55°. The images should be assessed in the field from the same viewpoint location.

Approximate extent of existing Long Newton Airfield Solar Scheme

Entrance to Solar Scheme

Fosse Way

Viewpoint 2: From Fosse Way looking south east adjacent to Long Newton Airfield Solar Scheme

Drawing Ref:	Figure 2
Taken on:	April 2026
Weather:	Sunny with clouds

Photograph

Camera & lens:	Nikon D610 FFS, 50mm
Camera Height:	1.5m
Direction of view:	Looking southeast towards site
Approximate distance to site:	4.1km

Approximate extent of existing Long Newton Airfield Solar Scheme

Fosse Way

Viewpoint 3: From Fosse Way looking north east adjacent to Long Newton Airfield Solar Scheme

Drawing Ref:	Figure 3
Taken on:	April 2026
Weather:	Cloudy

Photograph

Camera & lens:	Nikon D610 FFS, 50mm
Camera Height:	1.5m
Direction of view:	Looking northeast towards site
Approximate distance to site:	5.6km

Viewing Instructions - For correct perspective viewing, these images should be printed at A1 and viewed at a distance of 500 mm (arms distance) whilst curving the image in an arc of 55°. The images should be assessed in the field from the same viewpoint location.

Approximate extent of Bishoper Farm proposed Solar Scheme

Five Lanes

A429

Five Lanes

Viewpoint 4: From A429 at junction with Five Lanes looking west to Bishoper Farm proposed Solar Scheme

Drawing Ref:	Figure 4
Taken on:	March 2026
Weather:	Sunny with clouds

Photograph

Camera & lens:	Nikon D610 FFS, 50mm
Camera Height:	1.5m
Direction of view:	Looking west towards site
Approximate distance to site:	7.1km

Approximate extent of Bishoper Farm proposed Solar Scheme

A429

Viewpoint 5: From layby on A429 looking west to Bishoper Farm proposed Solar Scheme

Drawing Ref:	Figure 5
Taken on:	March 2026
Weather:	Sunny with clouds

Photograph

Camera & lens:	Nikon D610 FFS, 50mm
Camera Height:	1.5m
Direction of view:	Looking west towards site
Approximate distance to site:	7km

Viewing Instructions - For correct perspective viewing, these images should be printed at A1 and viewed at a distance of 500 mm (arms distance) whilst curving the image in an arc of 55°. The images should be assessed in the field from the same viewpoint location.

Approximate extent of Bishoper Farm proposed Solar Scheme

A429

Viewpoint 6: From A429 at entrance of Charlton Park Estate looking west to Bishoper Farm proposed Solar Scheme

Drawing Ref:	Figure 6
Taken on:	March 2026
Weather:	Sunny with clouds

Photograph

Camera & lens:	Nikon D610 FFS, 50mm
Camera Height:	1.5m
Direction of view:	Looking west towards site
Approximate distance to site:	6.7km

Approximate extent of CD SIte 229

Grange Lane

A429

Viewpoint 7: From A429 near junction of Grange Lane looking south to CD Site 229 north of Corston

Drawing Ref:	Figure 7
Taken on:	March 2026
Weather:	Sunny with clouds

Photograph

Camera & lens:	Nikon D610 FFS, 50mm
Camera Height:	1.5m
Direction of view:	Looking south towards site
Approximate distance to site:	2.4km

Viewing Instructions - For correct perspective viewing, these images should be printed at A1 and viewed at a distance of 500 mm (arms distance) whilst curving the image in an arc of 55°. The images should be assessed in the field from the same viewpoint location.

Approximate extent of CD SIte 229

A429

Viewpoint 8: From A429 north of Corston looking south

Drawing Ref:	Figure 8
Taken on:	March 2026
Weather:	Sunny with clouds

Photograph

Camera & lens:	Nikon D610 FFS, 50mm
Camera Height:	1.5m
Direction of view:	Looking south towards site
Approximate distance to site:	1.6km

Approximate extent of site

Entrance to Corston

Rodbourne Watertower

Viewpoint 9: From A429 west of Corston looking east

Drawing Ref:	Figure 9
Taken on:	March 2026
Weather:	Sunny with clouds

Photograph

Camera & lens:	Nikon D610 FFS, 50mm
Camera Height:	1.5m
Direction of view:	Looking east towards site
Approximate distance to site:	300m

Viewing Instructions - For correct perspective viewing, these images should be printed at A1 and viewed at a distance of 500 mm (arms distance) whilst curving the image in an arc of 55°. The images should be assessed in the field from the same viewpoint location.

Approximate extent of site of Lime Down D

Rodbourne Watertower

Bincombe Wood

Viewpoint 9 continued: From A429 west of Corston looking south east

Drawing Ref:	Figure 9
Taken on:	March 2026
Weather:	Sunny with clouds

Photograph

Camera & lens:	Nikon D610 FFS, 50mm
Camera Height:	1.5m
Direction of view:	Looking southeast towards site
Approximate distance to site:	300m

Viewpoint 10: From A350 at junction with Day's Lane looking south to eastern part of CD Site 243

Drawing Ref:	Figure 10
Taken on:	March 2026
Weather:	Sunny with clouds

Photograph

Camera & lens:	Nikon D610 FFS, 50mm
Camera Height:	1.5m
Direction of view:	Looking south towards site
Approximate distance to site:	2.4km

Viewing Instructions - For correct perspective viewing, these images should be printed at A1 and viewed at a distance of 500 mm (arms distance) whilst curving the image in an arc of 55°. The images should be assessed in the field from the same viewpoint location.

Viewpoint 11: From A350 Bus Stop

Drawing Ref:	Figure 11
Taken on:	March 2026
Weather:	Sunny with clouds

Photograph

Camera & lens:	Nikon D610 FFS, 50mm
Camera Height:	1.5m
Direction of view:	Looking west towards site
Approximate distance to site:	3.5km

Viewpoint 12: From A350 at junction with lane to Kington St Michael looking northeast

Drawing Ref:	Figure 12
Taken on:	March 2026
Weather:	Sunny with clouds

Photograph

Camera & lens:	Nikon D610 FFS, 50mm
Camera Height:	1.5m
Direction of view:	Looking northeast towards site
Approximate distance to site:	4.2km

Viewing Instructions - For correct perspective viewing, these images should be printed at A1 and viewed at a distance of 500 mm (arms distance) whilst curving the image in an arc of 55°. The images should be assessed in the field from the same viewpoint location.