

Comments on the Applicant's Response to Relevant Representation from [REDACTED] of Foxley Road

Nurseries, Interested Party Reference Number: [REDACTED]

FRN-001

No further comment.

FRN-002, FRN-006 & FRN-007

From our experience over the last 40 years, when there is excessive traffic on the local narrow roads, the number of customers is greatly reduced. Whenever there is incident at Kingway Bridge on the A429, eg flooding under the bridge or a lorry stuck under the bridge, traffic is diverted via Norton and Foxley along Foxley Road. There is no guarantee that the construction traffic will follow their designated routes once they discover a local short cut. The pig unit at Cowage Farm was granted planning permission on the condition that HGVs would not use Foxley Road into Malmesbury, but this still often happens.

FRN-003 & FRN-012

The route which we currently recommend for caravans from the M4 Junction 17, brings them through Hullavington, Norton and Foxley, the narrow roads make reversing a caravan difficult when meeting large oncoming vehicles and this route will be significantly affected by construction traffic. The alternative route through the centre of Malmesbury is unsuitable for caravans. We anticipate that our regular visitors will choose to stay elsewhere to avoid a difficult journey. The Applicant admits that the scheme may have an adverse effect on tourism, specifically the visual and amenity aspects, but does not have a solution. Many of our visitors come to walk and cycle in the local area and we believe that the scheme will severely limit their options.

FRN-004 & FRN-008

We have members of staff coming to work from local villages and their journeys to work will be made more difficult, especially in the winter when the roads are frequently flooded and diversions are in place. Although the Applicant says there will be no increase in flooding, as a long term resident and knowing how quickly the river rises in heavy rainfall around Norton, Cowage, Malmesbury and Corston, I do not understand how installing hundreds of thousands of square metres of panels to cover land plus a great deal of concrete can possibly have no impact on sensitive water systems and will not lead to increased instances of flooding roads. Anything which increases the run off or reduces the areas of land which can absorb the rainfall must surely increase the amount of water the ditch and river systems round here have to cope with. This could have potentially major consequences. Could the Examining Authority please ensure that all the assurances and statements made by the Applicants are fully tested and can be justified.

For many of our staff working in a peaceful rural environment is a major reason for choosing to work for us – the Applicant's response that "Employment preference by individuals has not been assessed due to its subjectivity and as it would be disproportionate to the scope of assessment required for DCO consent" is an inadequate one.

FRN-005, FRN-009 & FRN-010

The Applicant's assessment of the proposed land identifies that the majority of agricultural land affected is not Best and Most Versatile (BMV) land, comprising predominantly Subgrade 3b and Grade 4 land, which is not considered high quality agricultural land in planning terms, however local farmers including tenant farmers have grown food and earned a living from that land over many centuries. At the end of the lifetime of the scheme, disposal of the panels, concrete, etc will have a huge environmental impact and will involve another extended period of HGV movements. Severe compaction of the ground will be extremely difficult to remedy. It is hard to believe that the entire area will be reinstated as farmland.

FRN-011

How can cultural and heritage assets be appreciated in an appropriate context when they will be surrounded by an alien landscape which bears no relation to the history of the area.

FRN-015 & FRN-016

The Applicant currently has no definitive scheme in place for disposal and recycling of the batteries and solar panels and infrastructure. The Applicant should have a full and detailed restoration scheme in place before commencement of the Scheme.