

CHIPPENHAM WITHOUT PARISH COUNCIL

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ExQ2 STATEMENT 04.08.26

LIME DOWN SOLAR PARK – EN010168

Thank you for your Email of the 27 July 2026 regarding the above mentioned proposals and the invitation to respond to the Examination Authority's Second Written Questions (ExQ2), which in this case relates to the Council's representations on the impact of cable laying construction sites and is partially covered in Question TT2.10. I say, partially covered and I will explain the reasoning later in this response.

Firstly, I respond in connection with Fowlswick Lane and the associated B4039 road junction.

The Council's original representations covered the arguments/concerns that lead to the Question now being raised.

The applicant, as the Examination Authority (EA) observes, is proposing access to the construction site via the track alongside the field to the field's northeast corner. This entrance is near Fowlswick Cottages (highway improvement ref. 109 on mapping).

In the applicant's proposal, this will require "widening" of Fowlswick Lane as far as Fowlswick Farm in one direction and part way along Fowlswick Lane in the direction of the B4039, but not all the way up to the junction with the B4039. However, this length will also require improvement in road quality on the Lane and, also, the track leading to access into the site. It will also require removal of hedges.

The Council asks that it be noted that before reaching Fowlswick Lane, access to the site will be from the A420 onto the B4039 with a right hand turn at Fowlswick Lane crossroads, an accident blackspot.

The Council believe that the (EA) should be asking the applicant the following additional questions:

- a. The remainder of Fowlswick Lane to the junction with the B4039 will also require improvement (upgrading) similar to that stated. Why is this section of Fowlswick Lane not included and therefore not part of the (EA) questioning of the applicant?
- b. The applicant's exit proposal from Fowlswick Lane onto the B4039 is subject to very limited visibility, with the speed on the B4039 at this point unrestricted. Therefore, there is a significant visibility hazard for Abnormal Indivisible Load (AIL) vehicles exiting the Lane at this point, and a hazard for vehicles approaching this junction from Yatton Keynell direction. To improve visibility, hedges will have to be removed on the B4039, and vehicles speeds on this section of the B4039 will have to be restricted. Therefore, why are these matters not included and part of the (EA) questioning of the applicant?
- c. If the applicant advises the (EA) that it will change the construction site's access to a new entrance on the southwest corner of the field, i.e. essentially at the junction of Fowlswick Lane at the B4039, then questions a. and b. still apply.
- d. The construction site is adjacent to the Golf Driving Range and Fowlswick Cottages and those living at Tiddleywink. The (EA) has asked no questions about noise levels on the site, and the expected impact on these residents. Why not? The noise levels need to be clearly stated and included as part of a development consent.

I mentioned above Question TT2.10 “partially covering” the Council’s representations on the impact of cable laying construction sites. This is because those representations also covered another site and at the time believed to be in an adjoining Parish. This related to and was quoted as a “field opposite Stowell Farm, in the Parish of Corsham”. This was identified at the time on a Map referenced DWG A with the submission.

Further investigation has revealed that the proposed site is not situated where my Council originally thought but is actually within Chippenham Without Parish. This is shown on Map referenced DWG C now attached. Despite this error all of the comments made previously still apply and the applicant’s proposals clearly show the intended access route using the local Lanes within the Parish culminating at the A420 Allington crossroads, an accident blackspot.

I now respond in connection with this location (highway improvement ref.114 on mapping) and, again, the Council’s original representation covered the arguments/concerns that lead to the Questions that should now be raised.

The applicant has a cable laying construction site in a field to the northwest of Stowell Farm and the crossroads junction (C180/Corsham Lane/Biddestone Lane/Jubilee Wood Road) that marks the boundary of Chippenham Without Parish and Corsham Parish. The access route to this site, as proposed by the applicant, will be from the A420 crossroads further to the north at the junction with the C180 (Allington Bar Farm), along the C180 to Sheldon Corner and then along the C180 in the direction of Corsham. The C180 is, therefore, the main access route from the Class A highway network.

Access to this construction site will be from the C180 via an entrance located on the frontage of a field (highway improvement ref.114 on mapping). The speed limit on this road is unrestricted albeit that some road users acknowledge the narrow road conditions.

Accordingly, construction vehicles, including large (AIL) vehicles, exiting from the site will be doing so with little visibility.

In addition Sheldon Corner en-route from the A420 is a further “at risk” stop junction with Frogwell Lane and is a major concern.

Despite the concern expressed by Chippenham Without Parish Council the (EA) under Question ref. TT2.10 has raised no matters of concern or query with the applicant. Given the Parish’s concerns, the (EA) is asked by the Council as to why they are not questioning the basis on which development consent may be granted? In particular, the Council asks that the (EA) should question the applicant on the following:

a. The suitability of the C180/A420 crossroads junction as the major access point for construction vehicles, in particular vehicles with an abnormal indivisible load (AIL). This crossroads on the Allington Farm Shop side generally has stationary traffic on the C180 at the A420 junction arising from entry /exit into the Farm Shop and A420 traffic flow. Therefore, is the C180/A420 a safe entry and exit point for construction traffic in the light of current traffic volumes, speed of traffic on the A420 approaching this junction, and the width of the C180 of the Farm Shop side of the junction?

b. Use of the C180 by large vehicles is currently very limited, and largely confined to vehicles visiting Sheldon Corner Trading Estate. Therefore, the (EA) should ask the applicant to demonstrate that the C180 from the A420 to Stowell Farm is of adequate width_for its traffic, and whether there are any potential_hazards for general traffic encountering construction traffic, particularly AIL vehicles, along this route?

c. As described above, the entry/exit onto the C180 of the construction site is blind when approached from directions, and already requires to be approached with caution regarding speed and visibility. Therefore, the Council asks the (EA) why the applicant is not being questioned as to the suitability of this entry/exit position for the construction site?

d. The (EA) should ask the applicant whether AIL vehicles can travel/enter/exit the construction site without having to occupy the whole of the C180 in order to gain a sufficient width and angle of travel/entry/exit i.e. will vehicles approaching find their side to the C180 occupied by a large (AIL vehicle)?

e. The (EA) should ask the applicant whether any hedges or trees need to be removed at the site entry/exit point to ensure safe passage in and out for site traffic, and to safeguard other road users? Also, whether the entrance needs to have a hard surface (metalled)?

Additionally, in making this submission to the (EA), the Council would request that the (EA):

a. Acknowledge receipt of the additional submission and its reference number and location in the Development Consent Inquiry documents.

b. Inform the Parish Council whether the (EA) accepts the validity of the questions?

c. If so, whether the (EA) will ask of the applicant to respond and provide the Council with a copy of the questions the (EA) has asked.

d. To provide the Council with a copy of the replies the (EA) has received from the applicant regard both the Fowlswick Lane and Stowell Farm area construction sites.

