

Application by Lime Down Solar Park for an order granting development consent for the Lime Down Solar Project

Issue Specific Hearing 6 - Transport

Date: 16 September 2026

Venue: National Self Build & Renovation Centre, Great Western Way, Swindon SN5 8UB; and Microsoft Teams

Action points arising

No	Party	Action	Deadline
Transport			
1.	Applicant	Include the maximum area (385.3 ha) within Works No. 1 that can be developed with solar modules across all five solar sites in the final Design Principles and Parameters Plan and the outline Construction Environmental Management Plan.	D7
2.	Applicant	Recalculate and resubmit the numbers in Table 2-1 in [REP5-107] (ratio of HGV's to solar array areas – applicant's calculations) with the Lime Down waste HGV numbers removed from the calculations. In addition, revisit the Work No. 1 panel planting areas cited for Green Hill, Cottam and West Burton (and re-run the calculations as necessary) so that only the panel planting hectare area is used and not a larger works area for those schemes (and explain in detail how the planting area figures for those schemes have been derived).	D7
3.	Applicant	Explore mechanisms of providing supplier details of panel design and mounting structures (e.g. data sheets on dimensions and weights, delivery loads) to Stop Lime Down (SLD) and Wiltshire Council to enable verification of the applicant's assumptions on HGV deliveries and HGV sizes.	D7
4.	Applicant	Revise paragraph 6.17 of the oCTMP to replace the words 'should be' and 'where required' with a more explicit requirement to use high cube containers if the number of modules in the final scheme layout is	D7

		calculated to exceed 600,000, to categorically avoid exceeding 1200 HGV deliveries.	
5.	Applicant	Add the BESS Units and BESS PCU units HGV numbers, to the total HGV numbers in REP5-107.	D7
6.	Applicant	Revisit and revise column 2 numbers in Tables 3-4 and 3-5 of [REP5-107] to include the originally assessed 'average day movement' numbers rather than the 'peak day HGV movements' (50% uplift) (in line with Table 13-12 of [REP6-014], which identifies the average day movement numbers as 10 for Lime Down A, 8 for Lime Down B, 14 for Lime Down C, 36 for Lime Down D (West), 16 for Lime Down D (East) and 12 for Lime Down E). Recalculate column 4 in both those tables as a result and revisit the assumptions made in section 3 of REP5-107.	D7
7.	Applicant/ Stop Lime Down	Produce an updated (and slightly revised) version of Table 5 included in SLD's [REP1-172] using the parties' final HGV numbers and percentages for daily flows on the key links at peak, adding extra columns for the average daily flows and peak and average hourly flows.	D7
8.	Applicant	Explore with Wiltshire Council the possibility of widening the road heading towards Lime Down D (specifically but not necessarily limited to the section containing the bend located north of The Street shown on insert 02 of Plan No. PL305B in Annex I of ES Appendix 13-1 [REP6-014]), including any potential landowner issues, to ease possible HGV conflict.	D7
9.	Wiltshire Council	Provide a plan to the Applicant (and submit into the examination) highlighting areas on Fosse Way where the council's highways department considers that improvements to facilitate two HGV's passing should be considered by the applicant, including details of the type of improvements sought from the applicant. (N.B. The provision of such information by the Council's highways department is in no way to be perceived as preventing the Council from seeking further mitigation elsewhere at detailed design stage, or that the suggested locations put forward from a highway safety perspective are acceptable in landscape, heritage, arboricultural or ecological terms)	D7

10.	Applicant	Provide additional wording to Section 6.18 of the oCTMP that could be included to enable the Council to be able to request adaptive management measures if, due to unforeseen circumstances, certain sections of the construction route network become inadequate or unsuitable (e.g. due an increase in the number of accidents or increased verge damage).	D7
11.	Applicant	Include additional wording in the travel plan, requiring the Applicant at the end of the construction period to provide data to the local highway authority on the actual shuttle bus take-up during the construction period.	
12.	Applicant	Amend the oCTMP to clarify a firm requirement for HGV drivers to use GPS monitored routing Apps, and for route logs to be available on request to the Council if it seeks to verify that construction vehicles are using the specified construction routes (for example following complaints).	D7
13.	Applicant	Update section 5 and Appendix D of the oCTMP to ensure that the abnormal load delivery numbers and routes for the BESS units are captured. Also include any additional swept paths that may be required for the BESS abnormal load routes in Annex A and also provide these directly to the Council and SLD.	D7
14.	Applicant	Review the penultimate bullet point in section 6.6 of the oCTMP to ensure commitment is in place requiring dialogue with the council's highways department for confirmation that construction HGVs can or cannot use diversion routes if designated HGV construction route(s) are closed (except in emergencies) and formal diversions are in place.	D7
15.	Applicant	Amend Annex F of the oCTMP to reinstate complete correspondence with Network Rail regarding use of its assets SWB/B/96-47 and SWM/B/90-40. Provide copies of any further correspondence from Network Rail (and any confirmation if provided) that those assets can accommodate the applicant's construction loads anticipated.	D7
16.	Applicant	Submit swept path evidence to both the ExA, SLD, Chippenham Without Parish council and Wiltshire Council, which confirms that site access for vehicles travelling north of the	D7

		B4039 and then right on to Fowlswick Lane, is suitable for AILs.	
17.	Applicant	Resubmit drawing of swept path at Grittleton crossroads, which makes it clearer that the left turn into Alderton Road is suitable for AILs with a tractor at each end (including replacing the diagram in the top right corner to show the correct vehicle being used).	D7
18.	Applicant	Provide updates to the oCTMP, oCEMP, oOEMP and oLEMP (and the statement of common ground) capturing the agreed wording with Wiltshire Council which clarifies amongst other things that the access track adjacent to North Bincombe Wood will only be used by agricultural type vehicles to manage the maintenance of the hedgerow only and that any maintenance to the track that may be required from time to time will use 'no-dig' methods.	D7
19.	Applicant	Explore and confirm whether banksmen can be used to manage access / egress along the track at Rodbourne (and North Bincombe Wood) at field E6 (access 12) during construction, instead of requiring removal of hedgerow to facilitate a visibility splay to the left of the access into that field. Update access plan accordingly.	D7
20.	Applicant	Revisit and update all tables and spreadsheets in ES Chapter 13, ES Appendix 13-1 (Transport assessment) and the oCTMP, in line with the applicant's increased HGV numbers presented in [REP5-107], including but not limited to Tables 13-20, 13-22, 13-23, 13-24, 13-25 and 13-46 of ES Chapter 13, Tables 13-12, 13-16, 13-17 and 13-23 and Annexes E and F of ES Appendix 13-1, and Table 4 of the oCTMP. (N.B. Applicant agreed to provide original and new numbers together in those documents for clarity)	D7