

Re: Reference Lime Down Solar Park interested party reference [REDACTED]

Christopher Koscielny <[REDACTED]>

Lime Down Solar

Good morning Rammie Burnie ,

Thank you for your email .

I basically understand the processes , having had experience of a National Grid public consultation in which all the key details were clearly presented and explained by knowledgeable staff.

Whilst I appreciate that the Lime Down Public Consultation Document may have complied with the planning acts , the details subsequently made available in the hearings , raise questions as to whether sufficient accurate information was presented to the public in order for us to assess the the full extent of the negative impacts of the project , and comment on them. Lime Down acknowledged that they had reference details for vehicle movements on similar projects and that there were only two possible routes that could be used to access the sites . This information would have been known during the preparation of the public consultation documents . Had this been presented it would have shown the known extent of the negative impacts on the whole project area of the proposed routing of HGV s , and necessary road improvements , and enabled the public to comment at the appropriate time.

It is now clear that Lime Down massively understated the possible impacts , which I believe casts serious doubts as to whether their consultation complied with the accepted requirements of a proper consultation process.

Following the hearing, the current figures -

Stated in the Public Consultation. 104 HGV movements per day

Stated in the Application. 148 HGV

Agreed in the Hearings 171 HGV

a 64% increase of the figure presented in the public consultation.

Following the hearing—. A notation advising of proposed discussions on roadworks needed to access site D and various other areas along the Foss Way , was recorded.

The inspectorate have visited proposed sites along these routes and would , like every other member of the of the public , no doubt have questioned whether they were suitable for a single HGV , let alone 2 HGV s passing. Lime Down, apparently , have only now become aware of this .

The targeted consultation showed the proposed Swindon AIL route finish in the middle of the A429 ? at exactly the same location that Lime Down subsequently proposed the construction of a link road . Lime Down denied any knowledge of the link road during that consultation process. Clearly , another known , undisclosed major roadwork proposal ?

I would appreciate the Inspectorate taking these observations into account when considering their recommendations.

Yours sincerely ,
Chris Koscielny

Sent from my iPad

On 3 Sep 2026, at 10:22, Lime Down Solar <limedown@planninginspectorate.gov.uk> wrote:

Good morning [REDACTED] Koscielny

Thank you for your email.

So far there has been no agreement between the applicant and the Council and Stop Lime Down on maximum HGV numbers. This issue is expected to be examined further at Issue Specific Hearing 6 on Wednesday 16 September 2026.

The works cannot be started until the proposals have been granted planning consent from the Secretary of State for Energy Security and Net Zero. Therefore, the Examining Authority's considerations of all the impacts of the proposals must be made during the examination stage of the [planning process](#) to allow the Examining Authority to write their recommendations to the Secretary of State following the close of the examination.

Kind Regards

[?]

<image001.png>

Rammiel Burnie [REDACTED]

Case Officer

Planning Inspectorate

Telephone: 0303 444 5201

www.gov.uk/pins

<image003.png>

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-----Original Message-----

From: Christopher Koscielny <[REDACTED]>

Sent: 30 August 2026 13:27

To: Lime Down Solar <limedown@planninginspectorate.gov.uk>

Subject: Reference Lime Down Solar Park interested party reference [REDACTED]

Dear Sir/ Madam ,

Could you please advise whether the maximum daily numbers for HGV vehicle movements have been agreed between Lime Down and the Stop Lime Down traffic consultants, as proposed during discussions at the specific hearings, and where to find these on your website? Will the summary of proposed road works requested by Wiltshire Council also be shown?

If, as has been suggested by the traffic consultant, the HGV figures are significantly higher than the maximum daily number presented at the public consultation, and associated roadworks are also significantly more extensive, the detrimental effects on daily lives and businesses, will be far greater than consulted upon. These are clearly key issues.

Please can you explain why the general public will only be able to make an assessment of the implications of any such changes after all the consultation periods have closed?

Yours faithfully,

Chris Koscielny

NB. There is no plausible reason for details regarding road improvements to be presented this late in a consultation, when Wiltshire Council requested these months ago.

The maximum number of HGV vehicle movements stated in the consultation was a totally misleading 104 per day, as in the Lime Down application this was increased to 148 per day. I would suggest that this is a significant change to the proposal, particularly when it appears to be that the agreed figure will probably be in excess of this.

Sent from my iPad