

Mr Simon Smith,
Planning Manager, Development Management,
Economic Development and Planning,
Wiltshire Council,
County Hall, Bythesea Road,
Trowbridge, BA14 8JN

29 April 2026

Dear Simon,

RED BARN SOLAR FARM, LAND AT RED BARN, EAST OF KINGTON ST MICHAEL, CHIPPENHAM

**APPLICATION UNDER THE TOWN AND COUNTRY PLANNING ACT 1990 FOR APPROVAL OF DETAILS
RESERVED BY CONDITIONS 15, 19, 20, 21, 22 AND 29 ATTACHED TO PLANNING PERMISSION
PL/2023/08481 IN RESPECT OF FULL ENGINEERING DETAILS OF SITE ACCESSES FROM THE A350, ACCESS
TRACK SURFACE MATERIALS, ACCESS TRACK WIDTH AND CONSTRUCTION MANAGEMENT STATEMENT**

I hereby submit the above planning application, which comprises the following documentation:

- Completed Application Form;
- Planning Application Fee of £298.00;
- This Letter - the Planning Statement of Case;
- Location Plan;
- Construction Management Statement (CMS);
- Full Engineering Details:
 - A350 Western Land Parcel - Site Access General Arrangement (Dwg. No. H01);
 - A350 Western Land Parcel - Site Access Surfacing, Kerbs and Utilities (Dwg. No. H02-A);
 - A350 Western Land Parcel - Site Access Sections, Surface Contours and Setting Out (Dwg. No. H03-A);
 - A350 Western Land Parcel - Typical Construction Details (Dwg. No. H04-B);
 - A350 Eastern Land Parcel - Site Access General Arrangement (Dwg. No. H11);
 - A350 Eastern Land Parcel - Site Access Surfacing, Kerbs and Utilities (Dwg. No. H12-A);
 - A350 Eastern Land Parcel - Site Access Sections, Surface Contours and Setting Out (Dwg. No. H13-A);
 - A350 Western Land Parcel - Typical Construction Details (Dwg. No. H13-C);
 - Southern Land Parcel - Allington Lane Junction - General Arrangement (Dwg. No. H21);
 - Proposed Site Access To Western Land Parcel - Land Ownership Plan (Dwg. No. LA01);

- Proposed Site Access To Eastern Land Parcel - Land Ownership Plan (Dwg. No. LA02); and,
- Swept Path Analysis of a Panel Van Along Day's Lane (Dwg. No. SP02-E).

Non-Material Amendment

A Non-Material Amendment (NMA) will shortly be submitted to the authority. The NMA will seek approval for a revised site layout with a smaller development footprint, specifically, the southwest solar fields (fields 14a and 14b as shown on the approved Solar Farm Layout Plan (Dwg. No EDR1008-101 Rev AB)), will be removed from the development. The information submitted as part of this current application has been prepared on the basis that the revised site layout will be approved under the NMA application.

Approval of Details Reserved by Conditions 15, 19, 20, 21, 22 and 29

Condition 15 attached to planning permission PL/2023/08481 states as follows:

"No development shall commence on site until full engineering details of the site accesses from the A350 and the improvements to the Allington Lane/Tor Hill crossroads, together with appropriate details for traffic management, have been submitted to and approved in writing by the Local Planning Authority. The improvements to the accesses shall be constructed and laid out in accordance with the approved details prior to any development commencing on the sites.

REASON: To ensure that the access junctions are laid out and constructed in a satisfactory manner."

Condition 19 attached to the planning permission states as follows:

"No development shall commence on site until details of the proposed width of the access tracks, including any passing bays, between the public highway and the site compound, have been submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of highway safety."

Condition 20 states as follows:

"The development hereby permitted shall not be first commenced until the access tracks between the public highway and the site compounds have been consolidated and surfaced (not loose stone or gravel) in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of highway safety."

Condition 21 states:

"The development hereby permitted shall not be first brought into operation until the Day's Lane access for a distance of 10 metres from the Day's Lane carriageway edge has been consolidated and surfaced (not loose stone or gravel) in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of highway safety."

Condition 22 states:

"The development hereby permitted shall not be first brought into operation until parking and turning arrangements for maintenance vehicles at the Day's Lane access have been constructed within the site to the satisfaction of the Local Planning Authority, in accordance with details which shall have been submitted to and approved by the Local Planning Authority. Such parking and turning space shall thereafter be maintained free of obstruction at all times and shall not be used for any other purpose.

REASON: In the interests of highway safety."

Condition 29 states:

"No development shall commence on site until a Construction Management Statement, together with an explanatory site plan, which shall include the following:

- a) Traffic routeing plan;*
- b) Traffic routeing signs and HGV turning warning signs (including signage drawing(s));*
- c) Details for off-site and on-site traffic management ensuring that the arrivals and departures of HGVs are controlled to avoid any conflict;*
- d) Traffic Management Plan (including signage drawing(s)), and the use of banksmen;*
- e) Details of temporary/permanent Traffic Regulation Orders;*
- f) Phasing plan;*
- g) Number (daily/weekly) and size of delivery vehicles;*
- h) Number of construction staff vehicle movements;*
- i) Parking and turning of delivery vehicles, site operatives and visitors;*
- j) Loading and unloading of plant and materials;*
- k) Hours of construction, including delivery schedules;*
- l) Storage of plant and materials used in constructing the development;*

- m) Location and type of wheel washing facilities;*
- n) Confirmation that the passing bays on Allington Lane (as demonstrated on drawing reference SK15 rev.A, dated 18/03/24) are to be provided and are fit for purpose, in terms of construction/surfacing and dimensions;*
- o) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;*
- p) Measures to control the emission of dust and dirt during construction;*
- q) A scheme for recycling/disposing of waste resulting from demolition and construction works; and*
- r) Measures for the protection of the natural environment.*

has been submitted to, and approved in writing by, the Local Planning Authority. The approved Plan shall be adhered to throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction management plan without the prior written permission of the Local Planning Authority.

REASON: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase."

Assessment

By way of context, Red Barn Solar Farm was granted planning permission on 27 January 2025 under reference **PL/2023/08481**. The planning application was informed and supported by numerous technical assessments including a comprehensive Construction Traffic Management Plan (CTMP), which identified several mitigation measures to minimise detrimental effects on the host environment and nearby receptors from traffic associated with the development. This included provision of holding bays for Heavy Good Vehicles (HGVs) on the access track between the site access and the construction compound (in both the A350 Eastern and A350 Western Land Parcels) to control arrivals and departures of HGVs to avoid conflict along the A350. Highway officers at Wiltshire Council supported the planning application as did the Council's Strategic Planning Committee which deliberated the scheme on 23 January 2025. The decision demonstrates the Council's support for the proposed site access arrangements, the anticipated number of deliveries during the construction phase, the proposed construction traffic route and the proposed mitigation measures, amongst other things. All of these aspects are unchanged in the Construction Management Statement (CMS) submitted pursuant to Condition 29.

The principal difference between the previously approved CTMP and the current CMS are details of the three construction compounds, separate laydown areas and vehicle swept paths, which demonstrate there is sufficient space to provide 67 car parking spaces, 5 minibus spaces and enough room for HGVs to manoeuvre within, and between, all construction compounds and laydown areas. On this basis, it is

contended that the submitted construction details are suitable. The CMS provides information in response to all of the requirements of Condition 29,

To satisfy Condition 15, the plans that show the full engineering details of the site accesses from the A350 and the Allington Lane Junction have been submitted. They have already been approved by highway officers under the technical approval process and therefore a Section 278 (S278) agreement is currently being prepared to legally bind Eden to deliver the proposals. The Allington Land Junction plan was also informed by a detailed topographical survey that shows no widening works or other improvements are required at the Allington Lane/Tor Hill crossroads. It is therefore contended that the access junction arrangements are safe and given this has already been accepted by highway officers, it is assumed that it will be similarly accepted by planning officers.

To satisfy Conditions 19, 20, 21 and 22, a *Typical Access Track Details and Passing Place Locations* plan and a *Swept Path Analysis of a Panel Van Along Day's Lane and A350* plan have been included in the CMS. These plans show the surface details of the access tracks and that they vary from 4.5m to 6.5m wide. It can be concluded that the access tracks will enable two HGVs to pass in the interests of highway safety. The plans also show that there is sufficient room for maintenance vehicles to park and manoeuvre adjacent to the Day's Lane access.

Conclusion

Given the submitted details satisfy Core Policies 60, 61 and 62 of the Wiltshire Core Strategy, it is respectfully suggested that the submitted documentation is approved and Conditions 15, 19, 20, 21, 22 and 29 attached to planning permission PL/2023/08481 are discharged.

In the meantime, I trust the application will be validated at your earliest convenience however, please contact me should you have any questions.

Yours sincerely,



Owen Pike
Planning Manager

