

I attach the map I referred to in my oral statement.

I am Rosemary Lewis, a resident of the village of Church Hanborough and adjacent to the western boundary of the Central site which comprises 70% of the entire proposal. Two particular concerns for local residents are TRAFFIC and NOISE .

I believe the issue of heavy traffic and congestion in this area has not been adequately assessed by the Applicant and would draw the Inspector's attention to the following facts drawn from local knowledge, daily use and actual observations of local roads (ref *map*)

1. At the junction between A4095 and Lower Rd (*black circle*) traffic frequently queues for 500m as far as the low narrow railway bridge (*black hoop*) which is too narrow for a lorry to pass a car and unsuitable for large HGVs or AILs. The queue restricts access into the prestigious Wolfram Institute and other businesses near the junction. More traffic turning onto Lower Rd to access the fields of solar panels will further delay the traffic trying to turn out.
2. To avoid the queues, cars would cut through Church Hanborough, an unsuitable alternative as the road is narrow and winds through the village where there is no pavement, no lighting and many properties adjacent to the road.
3. The Applicant is proposing 7 additional access points to the site from Lower Road. These will be added to the many tracks and property driveways, the turn to City Farm hamlet and the busy junction with Church Road. (*17 turn offs in purple*).
4. Lower Road has no speed limit and contains long straight stretches but also has bends and contour changes restricting sight lines in places.
5. The Applicant's new public access path to run alongside Lower Rd and to cross it twice is a dangerous proposal.
6. The A4095 itself is unsuitable for construction traffic because it passes directly through Long Hanborough and Bladon where it is narrow and winding causing a serious hazard to pedestrians.

A safer access route to the site in this area would be from the A40 roundabout approaching Lower Rd from the south as this passes just 4 of the 17 turn offs to reach the proposed substation and fields beyond.

Please will the Inspector examine whether the Applicant has fully considered the impact on residents and other road users of its plans?

NOISE.

I believe that the impact of Noise both during construction and operation has been underestimated in the Applicant's assessment.

Impacts of Construction noise are dismissed by the Applicant as temporary and short-lived. In paragraph 13.9.11 they state *"pile driving has the potential to cause some noise and vibration audible outside of the project site boundary however the pile driving will occur for a short period of time next to any one receptor"*

I can find no justification for this conclusion in the Environmental Statement. Pile driving in an unbroken area of 500 hectares will cause severe noise pollution for each receptor for longer and at a much greater distance than predicted by the Applicant. It is well known in Church Hanborough that noises from Blenheim events 4km away can frequently be heard quite clearly.

Given the scale and topology of the central area, hammering will reverberate throughout the Evenlode Valley impacting properties in Church Hanborough, Bladon, Begbroke and Cassington. A notable concern is the loss of peace and tranquility in Bladon Churchyard containing the much visited Churchill's grave. The noise will be heard in a number of Schools - unsettling for vulnerable children and is also likely to reach the ears of visitors to Blenheim Palace.

All these concerns extend into the **Operational phase** too. The ES states that Power Converter Stations (PCS) will emit 92dB. There are 156 PCS throughout the site, some are placed in pairs, many are within 100m of properties and as close as 5m to PROW and yet the impact is universally assessed as negligible and cumulative impacts have not been considered.

During the construction phase, there has been no assessment of noise impacts on residential receptors. During the operational stage some dwellings have been assessed for noise but how the Applicant arrived at the very limited number of these has not explained [in EN010147/APP/6.3 Table 13.26], nor why they omitted so many sensitive receptors including several schools and a Crematorium.

In summary: No Residential Amenity assessment has been carried out on either traffic or noise - or indeed on visual amenity. I hope the Inspectors will consider these issues fully in the examination.

Lower Road + junctions with A4095, Church Rd and A40 at Eynsham roundabo

