Application by Photovolt Development Partners ("PVDP") on behalf of Solar Five Limited (the "Applicant") for an Order Granting Development Consent for the Botley West Solar Farm

Submission for Examination Deadline 4
22 August 2025

Siemens Healthcare Limited

Response to Examining Authority's second written questions and requests for information (ExQ2)

Introduction

1. These written representations are made on behalf of Siemens Healthcare Limited (UK Company registration number 09567186, referred to below as "Siemens"), as the owner of the relevant land (referred to in this submission as "Siemens' Land").

2. We refer the Examining Authority ("ExA") to the response made by JLL to the consultation closing on 28 July 2024, and to the Interested Party submission made by JLL on 19 February 2025, which outline previous concerns raised by Siemens in relation to the proposed cabling route and the impact this would have on access to Siemens' facilities.

3. This submission principally focusses on the ExA's second written questions and requests for information (EXQ2) issued on 30 July 2025, with responses due by 22 August 2025, in particular the following questions raised:

    a. Question 2.7.14: *The ExA notes an outstanding disagreement between the applicant and Siemens Healthcare Limited. Both parties are requested to consider whether the differences could be solved via bespoke protective provisions and, if so, work urgently on drafting these. In response to this question, inform the ExA what is being done, when and why.*

    b. Question 2.16.1: …*Siemens Healthcare – Can you explain how the business operates on a day-to-day basis in terms of its demands on the highway network and when certain activities (deliveries) occur that require the network to be as clear as possible?*

4. Siemens' response to Question 2.16.1 is set out in the separate response submitted by JLL on behalf of Siemens Healthcare Limited dated 22 August 2025, which also provides further detail on Siemens' operations at Eynsham.

5. Siemens' position is otherwise reserved in regard to the content of the DCO application documents

Question 2.7.14

Cable Route Option Studies

6. As previously noted, the Order Limits identifies two, alternative cabling route options:

    a. Siemens' Land; or

    b. Cassington Road.

7. Siemens has previously called on PVDP to engage more substantively with Siemens and provide the promised analysis/options appraisal of both cabling route options to enable Siemens to fully understand and respond to the proposals.

8. To date, Siemens has not been provided by PVDP with the options analysis for each cabling route option, despite repeated requests and assurances that this would be provided.

9. Siemens highlighted to the Applicant as early as June 2024 the severe disruption which could be caused by interference with access to its factory in pursuing the cabling route on Siemens'

Land and has repeatedly raised this with the Applicant. The existing facility in Eynsham is one of the largest employers in west Oxford, with a total of 600 employees.

10. The company's facility in Eynsham, which operates at maximum capacity 24 hours a day, 7 days a week, relies on uninterrupted access via Wharf Road, which is the sole access road. While the removal of the cabling route through Siemens' security gates and rear car park is a positive development, the potential disruption to Wharf Road, with the consequent risk to the supply of MRI scanners, remains a major issue.

Protective Provisions

11. In this context, and without prejudice to Siemens' objection to the requirement of an easement over their land, Siemens welcomes the ExA's proposal to consider protected provisions in relation to the potential impact of the project on Siemens' operations in the event that the Wharf Road route is chosen, while noting that these impacts could be avoided by choosing the Cassington Road cabling route.

12. Siemens have highlighted to the Applicant that there is a significant risk that works to Wharf Road associated with the cabling route/DCO would result in restrictions on access to Siemens' factory: this would be the case for staff access, deliveries, and potentially also emergency access, noting that this is the sole entry and exit point. Specifically, in relation to emergency access, given the nature of operations at the factory, we would recommend the views of the emergency services are sought as soon as possible to consider this and how safety could be guaranteed.

13. Siemens' production line of the superconducting magnets at Eynsham requires a continuous flow of inward and outward deliveries throughout the day. Our response to Question 2.16.1 includes an outline of vehicle movements in and out of the Siemens Medical Technology Factory on a typical day. Any restrictions that result in delays to these deliveries would impact Siemens' operations at Eynsham and its wider supply chain. Completed superconducting magnets are mainly transported to Germany for further assembly but also to end customers globally.

14. This impact on deliveries and ability for staff to access the factory would result in business costs/penalties to Siemens related to missed or late deliveries, and additional costs to make up for these delays. Our response to Question 2.16.1 includes further information on these costs.

15. In addition, with works taking place in such a critical location for Siemens' business (Wharf Road being the sole access to the factory), any unexpected events which would cause Wharf Road to be completely closed, for example as a result of the discovery of unanticipated service media, accidents, or unforeseen delays with the works, would compound the impacts on Siemens' business. In a worst-case scenario, if the Wharf Road access was completely closed off, within 6 hours, some aspects of fabrication would have to halt, with a full shut down of the facility required within 12 hours due to lack of available components, impacting the delivery of superconducting magnetic resonance imaging (MRI) magnets for medical application and research on a global scale.

16. Siemens has also previously highlighted the that due to the nature of Siemens business model of exporting and importing, they have Authorised Economic Operator status. In order to maintain this status, Siemens is required to follow strict security procedures, such that any

unaccompanied person entering the site must have passed a DAMEX check. Failure to follow such procedures by a contractor carrying out works in Wharf Road could have significant consequences for Siemen's Authorised Economic Operator status.

17. On this basis, if the Wharf Road cable route option is pursued, Siemens would require bespoke protective provisions to be included within the draft DCO to ensure that satisfactory and legally compliant access to Wharf Road is maintained, Siemens' business operations and supply chain are protected, and the requirements of applicable certifications are complied with.

18. The protective provisions must as a minimum address the following issues.

Cooperation

19. The protective provisions must require that the Applicant use all reasonable endeavours to co-ordinate the execution of the works in order to ensure the safe and efficient operation of Siemens' factory and/or operations.

20. Liaison and cooperation with Siemens must be mandatory where any works are located within Wharf Road or have the potential to impact Siemens' factory or operations.

21. The Cottam Solar Project Order 2024[1], Mallard Pass Solar Farm Order 2024[2] and Gate Burton Energy Park Order 2024[3] provide a precedent for a requirement to cooperate via protective provisions. Similar requirements are found in other DCOs.

Notice Periods

22. The protective provisions must require the Applicant to submit to Siemens for approval a works plan/strategy to be executed. This must include details related to the storage of any materials or apparatus required for the works and any other information that Siemens may reasonably require to allow Siemens to assess the works. The Siemens factory/ancillary land shall not be used at any time as a storage compound related to any works on Wharf Road.

23. The Applicant must provide Siemens with written notice at least one month in advance of the of the commencement and completion of the works.

24. Throughout the duration of the works and any snagging period the Protective Provisions must require the Applicant to provide Siemens' with written notification of at least one month of any changes to the anticipated timetable or phasing of the works.

25. A requirement for the Applicant to provide notice of the commencement and ongoing progress of works is widely used in DCOs relating to solar energy and other projects. See in particular the HyNet Carbon Dioxide Pipeline Order 2024[4].

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1 https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN010133-002080-Holding%20Document.pdf

2 https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN010127-001739-Development%20Consent%20Order.pdf

3 https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN010131-001747-Gate%20Burton%20DCO%20as%20made%20by%20SoS.pdf

4 https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN070007-003073-HYCO%20-%20SoS%20Validated%20DCO%20(hold).pdf

Access Requirements

26. The protective provisions must require the Applicant to maintain constant access to Siemens' factory via Wharf Road that is sufficient and legally compliant for the purposes of (including, but not limited to) staff access, emergency access and inward and outward deliveries by HGV.

27. The protective provisions must require the Applicant to submit an access plan to Siemens' including all details of vehicle access routes for construction and operational traffic for its approval at least 20 working days in advance of any works commencing, and that any works are undertaken subject to the approved access plan. The Applicant must provide Siemens with written notification of at least one month of any changes to the access plan.

28. The protective provisions must set out that if access to Wharf Road is obstructed, the Applicant must provide such alternative means of access as will enable Siemens to maintain its operations no less effectively than was possible before such obstruction.

29. The Cottam Solar Project Order 2024[5], HyNet Carbon Dioxide Pipeline Order 2024[6] and Mallard Pass Solar Farm Order 2024[7] provide a precedent for requiring access to be maintained via protective provisions.

Indemnity/Compensation

30. We note from other DCOs that there is precedent for protective provisions requiring undertakers to compensate owners and occupiers for the interruption of business operations arising from the exercise of protective works rights authorised by the DCO.

31. As such, the protective provisions must set out that Siemens be entitled to compensation in accordance with the compensation code, which will include, but not be limited to, disturbance payments, including any compensation for impacts on/interruptions to Siemens' business and any costs arising from impacts on Siemens' supply chain as a direct or indirect result of the works.

32. The protective provisions must also require the Applicant to indemnify Siemens for all reasonable loss, damage, liability, costs and expenses reasonably suffered or incurred by Siemens:

    - directly arising out of the works; or
    - as a result of any act or omission committed by the undertaker's officers, employees, contractors or agents; or
    - as a result of the use or occupation of land by the Applicant; or
    - supply chain costs;

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5 https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN010133-002080-Holding%20Document.pdf

6 https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN070007-003073-HYCO%20-%20SoS%20Validated%20DCO%20(hold).pdf

7 https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN010127-001739-Development%20Consent%20Order.pdf

and require that the Applicant pay to Siemens on demand the cost of making good any damage or in stopping and restoring Siemens' business operations at its Eynsham factory.

33. The Cottam Solar Project Order 2024, Gate Burton Energy Park Order 2024 and HyNet Carbon Dioxide Pipeline Order 2024 are precedents for a requirement to provide compensation for business interruption and an indemnity in this form.

Next Steps

34. Siemens is committed to working with PVDP to explore the Cassington Road and Wharf Road cable routing options. Siemens has met with PVDP and its agents on several occasions in order to understand and engage with both proposed cabling route options, most recently on 17 July 2025, but to date has not had access to the information requested on the two options.

35. Further discussions have been had between Siemens and the Applicant regarding further route options that avoid or minimise any impacts on Siemens' business operations. Specifically, there have been very recent discussions in relation to a route through land to the North of Wharf Road which would avoid the use of Wharf Road entirely.

36. Siemens is willing to engage with the ExA and Applicant to consider whether the potential impacts of the works on Siemens' business operations could be addressed through the protective provisions and will continue to discuss alternative route options and solutions with the Applicant going forwards. As noted above, Siemens considers that these impacts could be avoided by choosing the Cassington Road or other alternative cabling route.

Browne Jacobson LLP

22 August 2025

Botley West Solar Farm Project – Written Representations on behalf of Siemens Healthcare Limited

Introduction

1. These written representations are made by JLL on behalf of Siemens Healthcare Limited (UK Company registration number 09567186, referred to below as "Siemens"), as the owner of the relevant land (referred to in this submission as "Siemens' Land").

1. We refer to the Examining Authority's second written questions and requests for information (ExQ2): issued on 30 July 2025, with responses due by 22 August 2025. This response addresses the following question:

> *Question 2.16.1: Siemens Healthcare – Can you explain how the business operates on a day-to-day basis in terms of its demands on the highway network and when certain activities (deliveries) occur that require the network to be as clear as possible?*

2. These representations concentrate on the key issue, that is how the business operates on a day-to-day basis in terms of its demands on the highway network and when certain activities (deliveries and despatches) occur that require the network to be as clear as possible. Siemens' response to Question 2.7.14 of ExQ2 is set out in the separate response submitted by Browne Jacobson LLP on behalf of Siemens Healthcare Limited dated [22 08 2025]. Siemens' position is otherwise reserved in regard to the content of the DCO application documents.

3. These representations repeat the concerns set out in our earlier submissions but also include additional detail surrounding the impact on the operation of the factory and risks posed by the proposed cabling route to the operations of the facility.

Siemens' Interest

4. Siemens Healthineers is the world leader in the design and manufacture of superconducting magnetic resonance imaging (MRI) magnets for medical application and research. The superconducting magnets produced at the Siemens Healthineers Magnet Technology factory at Eynsham are solely for use in MRI systems. Siemens manufactures different sized superconducting magnets at the site, with field strengths ranging between 0.55 Tesla and 7 Tesla.

5. Siemens has operated the facility in Eynsham since 1984 and is one of the largest employers in the west Oxfordshire area. The company employs a total of around 600 employees on site.

6. In regard to the operational running of the facility, the site is currently operating at maximum capacity, 24 hours a day, 7 days a week, including bank holidays and the Christmas period.

7. Due to the nature of the operations and supply chain logistics, all shipments both in and out of the factory are scheduled in advance to support continuous operation and service of both business to business and business to consumer obligations.

8. Wharf Road is the sole access road to the Siemens' facility for these incoming and outgoing deliveries and for the employees at the facility.

Outbound shipments

9. Shipments are scheduled in advance to ensure maximum efficiency of the international supply chain.

10. Every morning, 4 articulated lorries leave the factory prior to 08:00. Due to the size of the magnets, each articulated lorry carries only 3 magnets and these are bound for the fabrication plant in Germany which is owned by Siemens Healthineers. The use of liquid helium, and its potential for dissipation within the superconducting magnets, contributes to the time sensitive nature of their transportation.

11. Leaving prior to 08:00 ensures sufficient time for the vehicles to board the scheduled Eurotunnel departures and arrive at the facility in Germany prior to the start of daily operations. Once the components arrive in Germany, they are incorporated into the final product and shipped from the facility in Germany, worldwide.

12. In addition to the daily outbound deliveries to Siemens' own sites, Siemens has a number of existing contracts in place with legally binding delivery dates for their products.

13. These components travel by air and if the pre-scheduled air freight slot is missed, another slot would have to be booked, both at additional cost and with the risk that alternative slots may not be available within the required time frame. Failure to meet the contracted delivery dates due to delays in the supply chain would result in financial penalties. It is estimated that Siemens delivers 7 Tesla magnets approximately once a month directly to customers.

Inbound shipments

14. Shipments arrive throughout the day. There is restricted storage space within the facility and stock of larger components is extremely limited. A regular inbound stream of shipments ensures that manufacturing can continue at the required rate. It is estimated that should deliveries fail to arrive at their scheduled times, within 6 hours, some aspects of fabrication would have to halt with a full shut down of the facility required within 12 hours due to lack of available components. Outside of this window, delays to inbound shipments would lead to delays throughout the supply chain, ultimately impacting the delivery of MRI scanners on a global scale.

15. Once a week, an ISO container carried by an HGV delivers liquid helium to the factory to support operations through the front entrance to the site, which is also solely accessed via Wharf Road, and takes away a similar empty ISO container.

Staff

16. The factory has set shift patterns that see a high volume of staff using the access between the hours of 06:00 – 08:00.

17. The afternoon shift starts at 14:00 and the hour prior to and after this sees peak traffic flow along the access road.

18. It is estimated that at shift change there are circa 100 cars in and out using the access road. Traffic management measures on Wharf Road into and out of the factory could lead to a backup of traffic with the factory site and on the main road (B4044).

19. An outline of vehicle movements on a typical day (Monday), is presented in the table below. The table demonstrates the near constant stream of both inbound and outbound traffic that rely on the Wharf Road Access. Data for each day of the week, Monday to Sunday, is appended to this submission.

Figure 1: Summary table of vehicle movements in and out of the Siemens Medical Technology Factory

Typical Day (Monday)

	Point 1				Point 2				Point 3			
TIME	HGV	Vans	Cars	Total	HGV	Vans	Cars	Total	HGV	Vans	Cars	Total
03:00	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**
04:00	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**
05:00	1	0	40	**41**	0	0	40	**40**	1	0	80	**81**
06:00	1	0	10	**11**	0	2	10	**12**	1	2	20	**23**
07:00	4	0	30	**34**	0	0	30	**30**	4	0	60	**64**
08:00	5	2	30	**37**	1	0	40	**41**	6	2	70	**78**
09:00	4	6	20	**30**	0	0	10	**10**	4	6	30	**40**
10:00	2	12	10	**24**	0	1	10	**11**	2	13	20	**35**
11:00	6	12	10	**28**	0	0	10	**10**	6	12	20	**38**
12:00	4	12	10	**26**	0	0	10	**10**	4	12	20	**36**
13:00	2	8	40	**50**	0	0	40	**40**	2	8	80	**90**
14:00	5	4	40	**49**	0	1	40	**41**	5	5	80	**90**
15:00	5	4	10	**19**	0	0	10	**10**	5	4	20	**29**
16:00	3	0	50	**53**	0	0	40	**40**	3	0	90	**93**
17:00	3	0	30	**33**	0	0	30	**30**	3	0	60	**63**
18:00	3	0	10	**13**	0	0	20	**20**	3	0	30	**33**
19:00	5	0	5	**10**	0	0	5	**5**	5	0	10	**15**
20:00	3	0	40	**43**	0	0	40	**40**	3	0	80	**83**
21:00	0	0	2	**2**	0	0	2	**2**	0	0	4	**4**
22:00	0	0	34	**34**	0	0	34	**34**	0	0	68	**68**
Total	58	60	385	**539**	1	4	385	**426**	59	64	770	**965**

Typical Week

Mon - Sun	311	275	2085	**2671**	4	16	2083	**2103**	315	291	4168	**4774**

Note: Point 3 is the total of Points 1 & 2. All traffic passes through Point 3.

Figure 2: Aerial photograph mapping the Points to correspond with the table in Figure 1

Emergency Services

20. Wharf Road is the sole means of access for emergency services to the factory. Any prolonged disruption to access for fire service vehicles would compromise health and safety requirements and would require the factory to suspend operations.

John Davies | Director, Compulsory Purchase
JLL

22 August 2025

Vehicle Movements In and Out of Siemens Healthineers Facility At Wharf Road, Eynsham.

		Point 1				Point 2				Point 3			
DAY	TIME	HGV	Vans	Cars	Total	HGV	Vans	Cars	Total	HGV	Vans	Cars	Total
MON	04:00	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**
	05:00	1	0	40	**41**	0	0	40	**40**	1	0	80	**81**
	06:00	1	0	10	**11**	0	2	10	**12**	1	2	20	**23**
	07:00	4	0	30	**34**	0	0	30	**30**	4	0	60	**64**
	08:00	5	2	30	**37**	1	0	40	**41**	6	2	70	**78**
	09:00	4	6	20	**30**	0	0	10	**10**	4	6	30	**40**
	10:00	2	12	10	**24**	0	1	10	**11**	2	13	20	**35**
	11:00	6	12	10	**28**	0	0	10	**10**	6	12	20	**38**
	12:00	4	12	10	**26**	0	0	10	**10**	4	12	20	**36**
	13:00	2	8	40	**50**	0	0	40	**40**	2	8	80	**90**
	14:00	5	4	40	**49**	0	1	40	**41**	5	5	80	**90**
	15:00	5	4	10	**19**	0	0	10	**10**	5	4	20	**29**
	16:00	3	0	50	**53**	0	0	40	**40**	3	0	90	**93**
	17:00	3	0	30	**33**	0	0	30	**30**	3	0	60	**63**
	18:00	3	0	10	**13**	0	0	20	**20**	3	0	30	**33**
	19:00	5	0	5	**10**	0	0	5	**5**	5	0	10	**15**
	20:00	3	0	2	**5**	0	0	2	**2**	3	0	4	**7**
	21:00	0	0	2	**2**	0	0	2	**2**	0	0	4	**4**
	22:00	0	0	34	**34**	0	0	34	**34**	0	0	68	**68**
TUE	04:00	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**
	05:00	1	0	40	**41**	0	0	40	**40**	1	0	80	**81**
	06:00	1	0	10	**11**	0	2	10	**12**	1	2	20	**23**
	07:00	4	0	30	**34**	0	0	30	**30**	4	0	60	**64**
	08:00	5	2	30	**37**	1	0	40	**41**	6	2	70	**78**
	09:00	4	6	20	**30**	0	0	10	**10**	4	6	30	**40**
	10:00	2	12	10	**24**	0	1	10	**11**	2	13	20	**35**
	11:00	6	12	10	**28**	0	0	10	**10**	6	12	20	**38**
	12:00	4	12	10	**26**	0	0	10	**10**	4	12	20	**36**
	13:00	2	8	40	**50**	0	0	40	**40**	2	8	80	**90**
	14:00	5	4	40	**49**	0	1	40	**41**	5	5	80	**90**
	15:00	5	4	10	**19**	0	0	10	**10**	5	4	20	**29**
	16:00	3	0	50	**53**	0	0	40	**40**	3	0	90	**93**
	17:00	3	0	30	**33**	0	0	30	**30**	3	0	60	**63**
	18:00	3	0	10	**13**	0	0	20	**20**	3	0	30	**33**
	19:00	5	0	5	**10**	0	0	5	**5**	5	0	10	**15**
	20:00	3	0	2	**5**	0	0	2	**2**	3	0	4	**7**
	21:00	0	0	2	**2**	0	0	2	**2**	0	0	4	**4**
	22:00	0	0	34	**34**	0	0	34	**34**	0	0	68	**68**
WED	04:00	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**
	05:00	1	0	40	**41**	0	0	40	**40**	1	0	80	**81**
	06:00	1	0	10	**11**	0	2	10	**12**	1	2	20	**23**
	07:00	4	0	30	**34**	0	0	30	**30**	4	0	60	**64**
	08:00	5	2	30	**37**	1	0	40	**41**	6	2	70	**78**
	09:00	4	6	20	**30**	0	0	10	**10**	4	6	30	**40**
	10:00	2	12	10	**24**	0	1	10	**11**	2	13	20	**35**
	11:00	6	12	10	**28**	0	0	10	**10**	6	12	20	**38**
	12:00	4	12	10	**26**	0	0	10	**10**	4	12	20	**36**
	13:00	2	8	40	**50**	0	0	40	**40**	2	8	80	**90**
	14:00	5	4	40	**49**	0	1	40	**41**	5	5	80	**90**
	15:00	5	4	10	**19**	0	0	10	**10**	5	4	20	**29**
	16:00	3	0	50	**53**	0	0	40	**40**	3	0	90	**93**
	17:00	3	0	30	**33**	0	0	30	**30**	3	0	60	**63**
	18:00	3	0	10	**13**	0	0	20	**20**	3	0	30	**33**
	19:00	5	0	5	**10**	0	0	5	**5**	5	0	10	**15**
	20:00	3	0	2	**5**	0	0	2	**2**	3	0	4	**7**
	21:00	0	0	2	**2**	0	0	2	**2**	0	0	4	**4**
	22:00	0	0	34	**34**	0	0	34	**34**	0	0	68	**68**
	04:00	1	0	0	**1**	0	0	0	**0**	1	0	0	**1**
	05:00	1	0	40	**41**	0	0	40	**40**	1	0	80	**81**
	06:00	1	0	10	**11**	0	2	10	**12**	1	2	20	**23**

THR	07:00	4	0	30	**34**	0	0	30	**30**	4	0	60	**64**
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	10:00	2	12	10	**24**	0	1	10	**11**	2	13	20	**35**
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	12:00	4	12	10	**26**	0	0	10	**10**	4	12	20	**36**
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	19:00	5	0	5	**10**	0	0	5	**5**	5	0	10	**15**
	20:00	3	0	2	**5**	0	0	2	**2**	3	0	4	**7**
	21:00	0	0	2	**2**	0	0	2	**2**	0	0	4	**4**
	22:00	0	0	34	**34**	0	0	34	**34**	0	0	68	**68**
FRI	04:00	1	1	0	**2**	0	0	0	**0**	1	1	0	**2**
	05:00	1	1	40	**42**	0	0	40	**40**	1	1	80	**82**
	06:00	1	0	10	**11**	0	0	10	**10**	1	0	20	**21**
	07:00	3	1	30	**34**	0	0	20	**20**	3	1	50	**54**
	08:00	3	0	20	**23**	0	0	30	**30**	3	0	50	**53**
	09:00	5	6	10	**21**	0	0	10	**10**	5	6	20	**31**
	10:00	2	6	10	**18**	0	0	10	**10**	2	6	20	**28**
	11:00	6	10	40	**56**	0	0	40	**40**	6	10	80	**96**
	12:00	4	8	40	**52**	0	0	40	**40**	4	8	80	**92**
	13:00	2	2	5	**9**	0	0	5	**5**	2	2	10	**14**
	14:00	5	0	5	**10**	0	0	5	**5**	5	0	10	**15**
	15:00	5	0	30	**35**	0	0	30	**30**	5	0	60	**65**
	16:00	5	0	10	**15**	0	0	10	**10**	5	0	20	**25**
	17:00	1	0	5	**6**	0	0	5	**5**	1	0	10	**11**
	18:00	1	0	40	**41**	0	0	40	**40**	1	0	80	**81**
SAT	03:00	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	04:00	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	05:00	0	0	40	**40**	0	0	40	**40**	0	0	80	**80**
	06:00	0	0	10	**10**	0	0	10	**10**	0	0	20	**20**
	07:00	2	0	2	**4**	0	0	2	**2**	2	0	4	**6**
	08:00	4	0	2	**6**	0	0	2	**2**	4	0	4	**8**
	09:00	6	0	2	**8**	0	0	2	**2**	6	0	4	**10**
	10:00	2	0	2	**4**	0	0	2	**2**	2	0	4	**6**
	11:00	2	0	2	**4**	0	0	2	**2**	2	0	4	**6**
	12:00	4	0	20	**24**	0	0	20	**20**	4	0	40	**44**
	13:00	4	0	2	**6**	0	0	2	**2**	4	0	4	**8**
	14:00	2	0	2	**4**	0	0	0	**0**	2	0	2	**4**
	15:00	0	0	2	**2**	0	0	2	**2**	0	0	4	**4**
	16:00	0	0	2	**2**	0	0	2	**2**	0	0	4	**4**
	17:00	0	0	2	**2**	0	0	2	**2**	0	0	4	**4**
	18:00	0	0	40	**40**	0	0	40	**40**	0	0	80	**80**
SUN	03:00	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	04:00	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	05:00	0	0	40	**40**	0	0	40	**40**	0	0	80	**80**
	06:00	0	0	10	**10**	0	0	10	**10**	0	0	20	**20**
	07:00	0	0	2	**2**	0	0	2	**2**	0	0	4	**4**
	08:00	2	0	2	**4**	0	0	2	**2**	2	0	4	**6**
	09:00	4	0	2	**6**	0	0	2	**2**	4	0	4	**8**
	10:00	0	0	2	**2**	0	0	2	**2**	0	0	4	**4**
	11:00	0	0	2	**2**	0	0	2	**2**	0	0	4	**4**
	12:00	2	0	20	**22**	0	0	20	**20**	2	0	40	**42**
	13:00	4	0	2	**6**	0	0	2	**2**	4	0	4	**8**
	14:00	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	15:00	0	0	2	**2**	0	0	2	**2**	0	0	4	**4**
	16:00	0	0	2	**2**	0	0	2	**2**	0	0	4	**4**
	17:00	0	0	2	**2**	0	0	2	**2**	0	0	4	**4**
	18:00	0	0	40	**40**	0	0	40	**40**	0	0	80	**80**
		311	275	2085	2671	4	16	2083	2103	315	291	4168	4774

Notes.

1. The table shows the estimated movement in and out of the Siemens Healthineers magnet production facility at Wharf Road Eynsham on a typical week.

2. The data indicates the estimated number of vehicles which pass a particular point, split into hour slots.

The three point are indicated on the map:

Point 1 : Vehicles passing through the secure automatic gates that gives access to the delivery, dispatch and rear carpark.

Point 2 : Vehicles that pass through the barriers at the front of the building, either for deliveries of gases or access to the front carpark.

Point 3 : Vehicles that pass over the first part of Wharf Road which is the combination of vehicles passing point 1 & 2.

3. This data excludes any traffic not entering the Siemens Healthineers facility. For example cars accessing the allotments.

4. The commercial vehicle data has been extracted from material delivery and dispatch data. The number of cars has been estimated based on the operating shift patterns. The production areas operate a two shift pattern Monday to Thuresday with the first shift from 06:00 - 14:00, the second shift is from 14:00 - 22:00. Friday is a shorter day. At weekends we operate a single shift on Saturday and Sunday from 06:00 - 18:00.

5. It is estimated that if deliveries of material were disrupted then production would start to be impacted after approx. 6 hours with a complete stop after approx. 12 hours.