

While I support the expansion of renewable energy, this proposal represents an inappropriate scale within our communities here in the Claydons, within a sensitive rural setting and gives significant planning concerns relating to the local economy, agricultural land, landscape character, transport and cumulative impacts and safety.

Substantial harm to a local business

The proposed site layout has the potential to cause significant harm to a very important business which produces diagnostic reagents to the NHS. The success of this business depends on animal security. The site selection does not give adequate consideration to this. Construction, which will include piling and transportation, will interfere with existing biosecurity controls. Any harm to the viability of this business which employs more than 60 people, and supports the National Health Service, should seriously be looked at in the planning balance.

Severe loss of productive agricultural land

The development of an extremely large area of productive farmland, taken from agricultural use for more than 40 years must surely be a national food security concern especially when we currently rely overseas for much of our food which should be surely be grown here. With tenant farmers land being taken, there will be no chance of even agriavoltaics being used here.

Cumulative Impact

The villages of East Claydon, Botolph Claydon, Steeple Claydon, Granborough, Quainton and Hogshaw are already experiencing the impact of substantial infrastructure with major projects, including HS2 and East West Rail.

The introduction of this large solar farm, together with National Grid's substation expansion, the new Furzen Solar Farm application submitted this week, and multiple battery storage sites, would add to an already significant cumulative infrastructure burden. New construction proposals now appear to be coming forward with alarming frequency. Taken together, these developments would fundamentally change the character of the area, transforming it from an open rural landscape into an energy infrastructure corridor. Rosefield, being by far the largest of all the applications, will completely destroy what we have left.

Highways Safety on rural lanes

The villages all around the area where the Solar industrial farm is planned, are surrounded by narrow, rural lanes and no matter who suggests that it will work to have yet more construction traffic coming through here, need to be here to understand what is already happening along our local roads. The disruption already being experienced by local residents simply cannot be made even worse with another 2.5 years of HGV's and other vehicles. When Rosefield suggest that many workers will arrive by minibus, we all know that this cannot be done because we are too rural for this to work.

Assumptions are not what should be made around such a critical road network.

Yet more traffic with multiple projects using these routes will create safety and access concerns for school transport, pedestrians, agricultural vehicles, cyclists, riders and all local residents.

Safety Hazards from BESS

The concentration of utility scale lithium ion battery storage infrastructure near our local, rural communities must raise material planning and safety considerations.

The potential risks associated with thermal runaway, toxic gas emissions and operational noise are too dangerous and need to be fully assessed especially where this infrastructure is located close to residential areas, agricultural operations and livestock.

The Rosefield Solar Farm proposal seems to underestimate the potential socioeconomic, agricultural, environmental, and safety impacts, particularly in relation to TCS and the wider agricultural community.

It is clear from the beginning of this examination that the benefits of Solar and BESS (even if there is a need) on this land, do not outweigh the cost to our community of the complete change to our landscape, the loss of our crops, the loss of an extremely important company producing NHS blood plasma / platelets to the UK, the danger of the BESS close to our homes and businesses (when not enough has been done yet to establish the real safety aspects when a fire becomes a reality), and roads which are not designed to take even more HGV's, cars etc down our small rural streets.

With this in mind, I request that the examining authority recommends that the Secretary of State resists Development Consent for this scheme.