

Interested Party Reference [REDACTED] - Alicia Hawker Eventing. RR-0145

I refer to The Applicants responses to my Relevant Representation.

AHEL-002/003/004/005/006/007/008/009/012: The Applicant states the proposed scheme is unlikely to have a direct impact on my business, there will be no substantially changes to the safety and tranquillity of the environment around my business location and there is no significant effect to my facilities and business I strongly disagree for the following reasons.

I have stables at two locations on our family farm: [REDACTED] and [REDACTED]. Both are directly affected.

The Applicant claims the distance from my location was too far from the proposed scheme for it to have been scoped in. For horses being hacked out, 2.3km / 1.4 miles is a very short distance. My livery clients mostly hack. Nearly all of them ride every day, between 9am and 5pm depending on the season. Our hacking routes are (see attached ordinance survey extract with routes marked in orange) North of the M4 to the top of the fosse way (Lordswood Farm), West to Grittleton, East to Corston, South is through the villages of Leigh Delamere and Sevington. Very busy roads (A429, A350, B4039 & B4040) all are totally unsuitable for safe hacking due to the volume and speed of traffic which spooks horses.

Almost every route they frequently ride along would be affected by construction traffic or by local's using 'rat run routes' trying to avoid construction traffic, not to mention by the actual construction of the panel sites, huge BESS at Hill hays, and the associated infrastructure. After construction the resulting industrialisation of the landscape will spoil the very enjoyment of riding in the countryside on country lanes, bridleways, and byways in this area – the very reason they own a horse! Wiltshire Council has already stated. "Substantial long-term harm to the landscape character"

At location [REDACTED]. Large amounts of construction traffic or additional local traffic, as mentioned, will pass directly outside the site. There is no doubt that many construction workers driving cars, along with coaches and HGVs from the East on the M4, will use the route from the A429 through Stanton St Quintin to reach the

compound and cable route at Grittleton and beyond to the fosse way. This point has already been raised at the OFH on 21<sup>st</sup> April from worried residents who live in both Stanton st Quintin and Grittleton - numerous locals have cited this as major concern. If the M4 is shut between Junction 17 and 18 both villages, along with Hullavington are badly affected.

The Applicant's construction worker travel plan states they would "encourage" workers to use sustainable transport where possible, and that most non-local workers will stay in local accommodation and be taken to site by shuttle buses. The Applicant also states the Travel Plan Coordinator (TPC) will "continuously monitor" whether workers follow the plan.

I can find no mention of any definitive enforcement measures that would be used when drivers choose to ignore the Applicants construction workers travel plans, which is 100% inevitable. Locals have firsthand experience of construction traffic chaos, during the erection of far smaller sites (for example) Allington, Corston, Castle Combe & Long Newton.

The Applicant states they will be operating from 9.30am-16.30pm weekdays and 9.30am to 13.30pm on Saturdays. Peak daytime, this would directly affect my ability to run my business as a professional event rider & livery. It potentially exposes an unacceptable safety risk to my staff, myself and my client's safety on a daily basis. My livery Clients have said they will leave if the scheme gets the go ahead and are happy to confirm this in writing if required by the Examining Authority.

My livelihood will be lost. I have 2 full time and 4 parttime staff who are equally likely to lose their employment too.

