

Comments from East Hendred Parish Council on the HIF1 Planning Application Ref No R3.0138/21

For the attention of the case officer, Emily Catcheside, planning@oxfordshire.gov.uk

East Hendred Parish Council wishes to object to and comment on the HIF1 Planning Application, Ref No R3.0138/21. We appreciate that we have missed the consultation period, but we hope that you will still be able to take our comments into consideration.

East Hendred Parish lies to the west of the planned location of the HIF1 project. It includes East Hendred and the west part of Rowstock and is so is only 2 miles from the west end of the proposed HIF1.

We object to the proposed project on the following grounds:

- Induced traffic will exacerbate congestion problems at Milton Interchange and on roads west of there. We are particularly concerned to see that traffic modelling fails to assess the impacts of induced traffic. We do not think it is credible to assume no induced traffic from a new road scheme. Car drivers and bus users in our parish are already impacted by heavy traffic at peak times at Milton Interchange and on roads in our area including the A4130, the A417 and Featherbed Lane and we expect HIF1 to make that worse. East Hendred Parish Council has made formal requests to OCC Highways and the HIF1 team to obtain copies of the modelling work undertaken to determine the impact of the scheme on the A417 (which is at capacity), the A4130 and Featherbed Lane. As yet, no such information has been received despite repeated requests. We would ask that this information be shared with the Parish Council as a matter of urgency.
- The scheme does not deliver national or local carbon emissions reductions targets and makes them harder to achieve. HIF1 construction will create significant carbon emissions that are not in line with Oxfordshire County Council's commitment to enable a net-zero Oxfordshire well ahead of 2050.
- The HIF1 scheme is contrary to Oxfordshire County Council's Local Transport and Connectivity Plan (LTCP). The LTCP has a target to replace or remove 1 out of every 4 current car trips in Oxfordshire by 2030 and the HIF1 scheme undermines this and the whole of the LTCP. In particular Policy 27 of the LTCP states that OCC will follow the embodied carbon reduction hierarchy in our decisions about transport infrastructure, and will take into account embodied, operational and user emissions when assessing a potential infrastructure project and its contribution to Oxfordshire's carbon budget and to a net-zero transport network by 2040.
- We are deeply concerned that the scheme poses a significant financial risk for Oxfordshire County Council as inflation has been significantly higher than could have been forecast in November 2021 when the planning application was submitted. Whilst we are aware that financial considerations are not material to planning, we consider that this impacts the viability and deliverability of the scheme, which are material planning considerations.

