

Periam, David - Oxfordshire County Council

From: Josh Kitson <josh.kitson@walkermorris.co.uk>
Sent: 13 July 2023 14:24
To: Planning - E&E
Cc: Hayes, Matthew
Subject: RE: Planning Application Reference: R3.0138/21; Updated response on behalf of FCC Environment (UK) Limited
Attachments: Let OCC re FCC Objection 13.7.23.pdf

You don't often get email from josh.kitson@walkermorris.co.uk. [Learn why this is important](#)

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Dear Sirs,

Applicant: Oxfordshire County Council ("Council")
Planning Application Reference: R3.0138/21 ("Application")
Response on behalf of FCC Environment (UK) Limited ("FCC")

By way of introduction, I act on behalf of FCC and write further to the previous objection made by FCC in response to the Application (via a letter dated 10 December 2021).

Please find attached a further letter, which updates the Council on FCC's position on the Application.

To summarise, FCC has been working closely with the Council's officers and advisers since the submission of its previous objection. Further information and clarity has been provided by the Council to FCC. With that in mind, FCC consider that sufficient information has been provided to enable its objection to the Application to be withdrawn. FCC would however draw your attention, in particular, to its comments on the draft conditions that are appended to the committee report.

Please can you acknowledge receipt of the attached letter, and confirm that: (i) FCC's objection to the Application has been withdrawn; and (ii) FCC's comments on the draft conditions will be taken into account in the determination of the Application?

The attached letter is addressed to Emily Catcheside, who I understand from the portal is the case officer for this matter. However, I have just received a bounceback from Emily's email address, advising that she now left the Council. Please can this letter be passed to the new case officer?

Kind regards

Josh
JOSH KITSON
Director
+44 (0)113 283 4402
+44 (0)739 213 0509
josh.kitson@walkermorris.co.uk



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BY EMAIL ONLY

Emily Catcheside
Senior Planning Officer
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND

Our ref /JYK/WRG00007.614

Your ref R3.0138/21

13 July 2023

emily.catcheside@oxfordshire.gov.uk

Dear Sirs

Applicant: Oxfordshire County Council ("Council")

Planning Application Reference: R3.0138/21 ("Application")

Response on behalf of FCC Environment (UK) Limited ("FCC")

1 Introduction

- 1.1 We write on behalf of FCC, the owner of the old landfill at Sutton Courtenay ("**Site**"). FCC is also the owner of other interests which form part of the land required for the scheme that is the subject of the Application.
- 1.2 FCC submitted representations to the Council on 10 December 2021 ("**Objection**"). FCC outlined in its Objection that, while it is supportive of the objectives of the Application, at that time various technical matters had not been resolved to FCC's reasonable satisfaction. It therefore objected to the Application, for the reasons set out in that letter.
- 1.3 FCC has continued to work closely with the Council's officers and advisers to try and obtain the necessary information and assurances to understand if its objections can be addressed.
- 1.4 We can now advise that: (i) FCC continues to support the principle of the Application; and (ii) as a result of the ongoing co-operation between the parties, FCC now wishes to withdraw its objection to the scheme. However, please note that the withdrawal of FCC's objection is contingent on its concerns being addressed through the detailed design stage of the scheme.

2 Ongoing Constraints

- 2.1 To assist in ensuring FCC's concerns are addressed at the detailed design stage, we would highlight the following points from the draft conditions that are appended to the committee report. Firstly, draft condition 30 states that:

"No development to take place within the Didcot to Culham River Crossing section of the development until revised restoration and aftercare schemes have been submitted to and approved in writing by the CPA for Sutton Courtenay Landfill Site".

- 2.2 This condition is considered essential by FCC, and the restoration and aftercare scheme will need to be progressed with close cooperation between the Council, FCC and the Environment Agency (including with regards to the required variation of the environmental permit). It is further noted that there are a number of monitoring boreholes that will need to be relocated, subject to the approval of the Environment Agency, to allow the development to proceed. For the avoidance of doubt, it would be prudent to refer to this point in the conditions.
- 2.3 The draft conditions state that a detailed surface water drainage scheme will be submitted to and approved by the Council prior to the commencement of development. It is noted that the Council has advised the road drainage will not discharge into the Site's surface water infrastructure of via the Site's permit discharge points. The draft condition should specify this so that it is clear what scheme will be delivered in due course.
- 2.4 The committee report refers to FCC's concerns regarding the potential impact of the scheme on the settlement of the restored landfill cell referred to as the 90-acre field. The report states, at paragraph 298, that:
- "...settlement issues would be identified prior to construction and would be mitigated through construction hold periods or surcharging to accelerate the settlement process".*
- 2.5 This issue should be specifically addressed in the conditions, to ensure it is fully addressed prior to any construction works commencing which could impact the 90-acre field.
- 2.6 Draft condition 3 requires the submission of a construction environmental management plan prior to commencement of each part of the development. As is set out in paragraph 199 of the committee report, access to the Site, at all times, would need to be maintained throughout the construction period. We consider the draft condition should specifically refer to this requirement.

3 Conclusion

- 3.1 To reiterate our earlier comments, FCC does not object to the principle of development. Indeed, it is supportive of the principle. Its previous objection was submitted because, at that stage, FCC required further information regarding how a number of technical issues would be addressed if the Application was approved and the development was then constructed.
- 3.2 FCC has worked collaboratively with the Council's officers and advisers since the submission of the objection and will continue to do so moving forward. At this point, FCC consider that sufficient information has been provided to enable its objection to the Application to be withdrawn.
- 3.3 Please can you acknowledge receipt of this letter, and confirm that: (i) FCC's objection to the Application has been withdrawn; and (ii) FCC's comments on the draft conditions will

be taken into account in the determination of the Application?

Yours sincerely

Walker Morris LLP

WALKER MORRIS LLP

Periam, David - Oxfordshire County Council

From: Rebecca Rainbow [REDACTED]
Sent: 11 December 2021 19:01
To: Catcheside, Emily - Communities
Cc: Cllr Richard Webber
Subject: Objection to Planning Application R3.0138/21.

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Ms Catcheside

I wish to object to the planning application which should be rejected for the reasons addressed below:

1. The road is too close to Appleford village and houses on the outskirts, including my own property and those around Hill Farm.
2. It will bring noise and pollution that will be damaging to the health and well being of residents. At the proposed proximity and height (30ft) no mitigation will be effective to reduce the noise and pollution. Not only once the road has been completed but also during the building phase, this has not been taken into account. I am asthmatic and I am concerned how this will seriously impact my health and those with similar conditions in the local area.
3. The elevation of the road will have an adverse effect on Appleford and will scar the landscape of the surrounding area. During discussions with the planners we were not given an answer on how high the road would be and the mitigating sound barriers, this will most probably be over the height of our house and will be seen from the upper storey windows. Also, we raised that the safety barriers on the lake side were more reinforced than those on our side, the planners did not comment or provide any justification why our safety and that of our property was less valid than people running into the lake.
4. The objective of the road is to support housing development, yet it is designed as an arterial link (A34 to B4015 / Abingdon bypass to east Oxford / M40). This will bring large volumes of commercial traffic and impact other villages along the route. During the initial public consultation I was told that there would be no further planning applications for housing in Sutton Courtenay, considering this road is not even addressing the bottle necks in the current traffic, why can it be justified and more housing be added to the area? Also, there is currently a planning application for more houses off Hobby Horse Lane, which will just make the traffic worse. Surely, this application is allowing for more housing developments, so it therefore will not resolve the current traffic issue or future.
5. The traffic modeling data is not convincing and through traffic in Appleford and other villages will return to current levels in 10 years. The traffic modelling does not address the bottle necks, these are from Sutton Courtenay through to Culham. Please can the models be updated post Covid as with more people working from home, it would appear these justifications are now redundant.
6. The data presented to justify access, junctions, traffic, environmental, health and pollution impact is insufficient and unconvincing. The "private access" to our property is misleading, this will be used by anyone crossing the Level Crossing to gain access to Sutton Courtenay from the lower parts of the village. Also, what justification is there to have a 50mph speed limit by our property? This will mean that for lorries turning to FCC and pulling away this could cause accidents and also means that our exit and entry will not be easy, especially with no slip road to accelerate.
7. Noise levels will affect the whole village but particularly residences in Main Road, our property and those by Hill Farm. The elevated road and flyover bridge will exacerbate existing rail noise at Appleford which DfT has listed as a special noise corridor. This has already been increased with the works at the sidings, our neighbours are also at the end of the tunnel and this will just become a sound amplifier.
8. The application is not compliant with OCCs own plans and policies and breaches green belt.

9. No satisfactory mitigations have been highlighted, when I asked the planners, we were told to raise this at planning application stage. So in light of that advice please see all of our concerns below raised with the planners and redirected your way, I would be grateful if these could be considered and a response provided.

Please see the below content from an email exchange with Harry Davies, if required I am happy to provide the emails:

Dear Harry

I wondered if you had any updates on the points you needed to discuss with colleagues:

- safety railings on our house side of the road
- height of road from ground level
- blight and CPO processes, also what is the minimum distance the road needs to be away from a boundary before these are initiated.
- invasive plants
- speed limit

Also I wondered if you could confirm a couple of things about our private access:

- please confirm if it will be a private street or private and who will be responsible for maintaining it.
- access please confirm how private this private access will be e.g. who has rights to use the road.

Compensation - please can you advise on your compensation policies, not only for disruption during construction and the environmental impact but also ongoing impact that the road will have on our health and well being as well as the future saleability of our property.

Will surveys be done of our property's foundations ahead of the decision to ensure that any vibrations due to constructions and increased traffic do not negatively impact the structure of our property. Please note that although renovated and extended the foundations and bare bones of this house is from 1864.

Please confirm the policies in place that we could initiate if any structural damage is caused to our property from the proposed construction and future ongoing traffic.

Maintenance - please could you advise who will maintained the road to the side, will this be adopted by the council and maintained?

Construction - during construction of the road close to our property, where is the possible compound for equipment and why compensation will be provided for any disruption that this will cause.

Hours of construction - what are your policies for days/ hours of work.

Police / security presence measure - will areas be closed off during construction and will there be any measures in place to ensure machinery is safe. As you can appreciate we live in quite an isolated area.

Power lines - as the road will require the power lines to be reinstated at a higher elevation what is your policy for notification and compensation for disruption. As stated during our call I work from home and any loss of power means that I am unable to work. I would be grateful if you could clarify what policies you have in place for this.

Street lighting - please could you confirm if there will be any street lighting on any parts of the road?

Also I wondered if we would be able to have a call/discussion with someone from the planning committee after your application is submitted. As you can appreciate we would like to put our concerns and issues with the proposed route to the committee but we would like to ensure that a true real life picture is set, as plan are so 2D and don't really grasp how close the road will be.

I feel that we have been disregarded in this whole process, firstly our house wasn't even identified on plans, I had to point out the sidings and that an additional bridge would be required, I pointed out that the Level Crossing is for the

main line and is always down and can only be raised when there is a break in the traffic, no more than 2/3 cars can cross from one side at one time.

We are strongly against this application and stand not only with our Parish but all Parishes against this applications.

Also I feel that the application discriminates against the average person, I have seen many planning applications on the website and none, including the recent application for the sidings, have been as complicated and inaccessible as this application. In light of this, I have strong concerns in what the applicant is trying to hide, why not have documents in layman's terms, or at least summaries so that individuals whose lives will be detrimentally affected can understand.

I do not feel that this road is for the best of the area, for the human or wildlife populations. We have bats, deer, newts, snakes and a variety of other wildlife. The night sky is clear and apart from the trains there is a peaceful atmosphere. We have people who walk around this area without having to dodge 50mph traffic, many people use the bridle way to Sutton Courtenay. This will all change with this road. With Covid highlighting and impacting peoples mental health, why take away even more quiet roads and lanes and turn them into large roads that don't benefit the villages they cut through?

I wish my objection to this application to be recorded and passed to the Councilors on the Planning & Regulation Committee. I urge them to consider the detrimental effect of the road on Appleford, it's residents and the local wildlife and to reject the planning application accordingly.

Our boundary is within about 50 meters of the proposed edge of road. We have not been given any reassurances about the implications to and for our property or how this construction will negatively affect our house price. Which if I understand correctly comes under blight. I believe that this would also be true for my neighbours.

Best wishes,

Rebecca Rainbow



Sent from my iPhone

Periam, David - Oxfordshire County Council

From: Richard Lewington1 [REDACTED]
Sent: 11 December 2021 16:16
To: Catcheside, Emily - Communities
Subject: Objection to Planning Application R3.0138/21.

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Emily Catcheside,

I wish to object to the planning application (ref R3.01138/21) which should be rejected for the reasons listed below:

1. The road is too close to Appleford village. It will bring noise and pollution that will be damaging to the health and well being of residents.

At such proximity (70m) and height (30ft /10 m) no mitigation will be effective to reduce the noise and pollution. The elevation of the road will have an adverse effect on Appleford and will scar the landscape for the surrounding area.

2. The objective of the road is to support housing development, yet it is designed as an arterial link (A34 to Golden Balls Roundabout / Abingdon bypass to east Oxford / M40) which will bring large volumes of commercial traffic and impact other villages along the route.

3. The traffic modeling data is not convincing and through traffic in Appleford and other villages will return to current levels in 10 years. The data presented to justify access, junctions, traffic, environmental, health and pollution impact is insufficient and unconvincing.

4. Noise will affect the entire village. The elevated road and flyover bridge will exacerbate existing rail noise at Appleford which is recognised as a noise corridor by DfT.

5. The application is not compliant with OCCs own plans and policies and breaches green belt.

I wish my objection to this application to be considered and urge the Councilors to reject it accordingly

Yours sincerely
Richard Lewington

[REDACTED]

www.richardlewington.co.uk

Sent from my iPad

Periam, David - Oxfordshire County Council

From: Noel Newson [REDACTED]
Sent: 20 June 2023 12:49
To: Catcheside, Emily - Oxfordshire County Council
Subject: Objection to Application R3.1038/21 Proposed Construction of Roads and Bridges Known as Didcot HIF1
Attachments: Didcot HIF1.ESObjection.RT.200623.docx

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Dear Emily

I am sending this e-mail on behalf of my friend (and fellow POET) Richard Tamplin, who asked me to submit his objection to the above application on his behalf as he is currently out of the country. His full e-mail and postal addresses are at the foot.

Richard's message to you personally - which I have not actually read - follows, while his letter of objection is attached. Please acknowledge its safe receipt to Richard (and copy to me), and if possible advise on the revised timescale for consideration of the application by the Planning Regulation Committee.

Many thanks

Noel Newson

Dear Emily Catcheside

I would stress that this objection is **not** addressed to the merits of the proposed HIF1 road scheme, but is to the issue of whether the document described as an Environmental Statement (ES) can be lawfully considered by the Committee as a valid ES. As you will know, the EIA Regulations 2017 still apply to an application for development which is EIA development as per Regulation 2(1) Interpretation. The County Planning Authority has screened the application and issued a screening opinion that this proposal is Schedule 2 development because it satisfies the provisions of Column 1 of Schedule 2, paragraph 10. 'Infrastructure projects', (f) 'Construction of roads (unless included in Schedule 10) because the area of the works exceeds 1 hectare.'

This opinion has not, to my knowledge, been disputed in any representation, and I do not disagree with the screening opinion in that respect. Therefore, by reason of Regulation 18(1), an EIA application must be accompanied by an environmental statement for the purposes of these Regulations. Regulation 18(3) then describes an environmental statement as a statement which includes at least six factors and refers to the provisions of Schedule 4 relevant to the specific characteristics of the particular development or type of development and to the environmental features likely to be affected.

Regulation 4(1) describes the environmental impact process, which it defines as a process of : -

- "(a) the preparation of an environmental statement;
- (b) any consultation, publication and notification required by, or by virtue of, these Regulations or any other enactment in respect of EIA development; and
- (c) the steps required under Regulation 26."

Regulation 4(2) says the EIA must identify, describe and assess in an appropriate manner, in light of each individual case, the direct and indirect significant effects of the proposed development on the following factors : -

- (a) population and human health;
- (b) biodiversity, with particular attention to species and habitats protected under two European Directives;
- (c) land, soil, water, air and climate;
- (d) material assets, cultural heritage and the landscape;
- (e) the interaction between the factors referred to in sub-paragraphs (a) to (d)

Regulation 4(3) says the effects referred to in paragraph (2) must include the operational effects of the proposed development, where the proposed development will have operational effects.

Regulation 26(1) says that when determining an application to which an environmental statement has been submitted. the planning authority must : -

- (a) examine the environmental information;
- (b) reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account the examination referred to in sub-paragraph (a);
- (c) integrate that conclusion into the decision whether planning permission is to be granted.

Regulation 26(2) says that a planning authority must not grant planning permission for EIA development unless satisfied that the reasoned conclusion referred to in paragraph (1)(b) is up to date and a reasoned conclusion is to be taken to be up to date if in the opinion of the planning authority it addresses the significant effects of the proposed development on the environment that are likely to arise as a result of the proposed development.

My case in relation to the proposed HIF1 road scheme is that where a decision maker (individual or a body such as a planning committee) has to determine an application for planning permission for EIA development, it is essential (as the repeated imperative word "must" makes clear in the Regulations) that the decision is taken through a two-stage process. In the first place the Planning Committee themselves, and no-one else, because they are the decision makers for this proposal, must examine the environmental statement and determine whether it properly describes and assesses the matters contained in the Regulations and the Schedules. That is **not** to decide whether those effects are good, bad or indifferent, but whether they encompass all the effects on the environment as set out in the Regulations and their extent.

My case is that, for the four reasons set out in my objection attached to this letter, the environmental statement does not do this and is materially and seriously deficient. This deficiency is so serious to the extent that, as it stands, despite the County Planning Officer issuing twice a notice under Regulation 25(1) requiring additional information, the environmental statement still does not comply with the Regulations. In these circumstances, and in accordance with Regulation 26(2), the only course of action open to the Committee would be to instruct the officers to issue a further Regulation 25 notice requiring the information lacking on the effects on the population of Abingdon in terms of human health, the cultural heritage and historic heritage of the town centre; the impact of the project on the climate, for example the nature and magnitude of greenhouse gas emissions; both set out in Schedule 4 of Regulation 18(3), in the light of the feasibility of the project; and the apparent predisposition of the environmental statement to reach only one conclusion so that it lacks objectivity, contrary to the provisions of Regulation 64 - Objectivity and bias. The committee will need to demonstrate clearly and objectively that they have reached a reasoned conclusion on the matters raised in my objection, as required by Regulation 26.

In these circumstances no purpose would be served by the Committee going on to the second stage of consideration, namely considering the planning merits of the proposed development. Were the Committee to do so, they would not be able to decide otherwise than to refuse planning permission by reason of Regulation 26(2). Moreover they would also be risking themselves to a claim they were acting contrary to Regulation 3 'Prohibition on granting planning permission for EIA development.'

Richard Tamplin



20 June 2023

wmfwiofr uqE lr frohtr

Periam, David - Oxfordshire County Council

From: Robert Green [REDACTED]
Sent: 10 December 2021 16:29
To: Catcheside, Emily - Communities
Cc: Cllr Richard Webber
Subject: Objection to Planning Application R3.0138/21

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Madam

I wish to object to the planning application (ref R3.01138/21)

The planned route, especially south of the Village of Appleford in close proximity to Main Road and the level crossing, is far too close to the houses in Main Road.

The proposed proximity of the road to Appleford (and especially to Main Road, Appleford) ,and the height of the elevated section will bring unacceptable levels of noise and pollution to the village, particularly those in Main Road. at 70 metres from the houses, and 10 metres in the air, the commercial traffic in particular will generate noise and pollution and be detrimental to health and well being of Appleford residents. Noise from the railway, recognised as a noise corridor by the Department of Transport, has already been made worse by the Hanson extended sidings operations (reported and under consideration, I think) , and adding noise from the new road may well breach legal limits, this needs to be considered in detail before planning permission is considered.

The proposed route breaches existing greenbelt.

Appleford and the surrounding countryside is part of the rural Thames Valley that makes the area an attractive place to live and work. Appleford is one of the closest villages to the Culham site, and its very important for employment in the area to increase housing supply but in a way that does not destroy the characteristics that make this part of Oxfordshire attractive to come and live and work. Placing an elevated flyover right up against the village will certainly change Applefords appeal, and be visible from a wide area around.

The traffic modelling to justify this road are based on pre-pandemic assessments. The pandemic has not only changed travelling patterns extensively, but also accelerated the move towards autonomous driving and electric vehicles. Building this road will have a negative and measurable environmental cost, and so it is really important to make sure that the road is designed for the likely demand patterns.

Appleford residents have strong community links with Sutton Courtenay, regularly travel to and from Sutton Courtenay, and this needs to be very safe for children and adult pedestrians, cyclists as well as car drivers. The proposed road will become an arterial link from the A34 to M40 in time, so it is essential to provide safe passage between the villages without for example an uncontrolled T junction onto the arterial road to be navigated, as proposed currently.

Last, but not least, It appears that flood risk sensitivity analysis has not been completed. I understand that this is a mandatory requirement.

I urge the Counsellors to consider my objections carefully and reject the current application

Yours sincerely

Robert Green



Periam, David - Oxfordshire County Council

From: Robin Holcombe [REDACTED]
Sent: 11 December 2021 18:24
To: Catcheside, Emily - Communities
Subject: Objection to Planning Application R3.0138/21

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I wish to object to the planning application (ref R3.0138/21) on the grounds that the new road is too close to Appleford village especially the houses near the level crossing.
It will bring noise and pollution that will be damaging to the health and well being of residents.
At such proximity (70m) and height (30ft /10 m) no mitigation will be effective to reduce the noise and pollution.

Mr R J Holcombe
[REDACTED]

11 December 2021

Periam, David - Oxfordshire County Council

From: Roger Williams [REDACTED]
Sent: 21 January 2022 15:09
To: Catcheside, Emily - Oxfordshire County Council
Cc: Noel & Liz Newson; >> Gregory O'Broin; Mandy Rigault; 'Graham Smith'; Richard Tamplin
Subject: Application R3.0138/21 DIDCOT Road Proposala
Attachments: Didcot Garden Town HIF1 Scheme – Planning Application.docx

Follow Up Flag: Follow up
Flag Status: Flagged

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Hi Emily,

I have attached my comments on the above application. I would be grateful to have acknowledgement that they have been received and can be taken into account.

Many thanks,

Roger Williams

Didcot Garden Town HIF1 Scheme – Planning Application

I wish to object to these proposals on the following grounds:

Inconsistent

- With LTCP environmental and motorised travel reduction, and carbon reduction objectives.
- Providing for full motorisation at Didcot but not at Oxford and apparently not necessarily at the adjacent Golden Balls junction.

Incompatibility

- With the environmental character of the area.
- Using a different transport modelling basis for contiguous schemes. (Didcot and Golden Balls)

Incongruous

- Trunk roads for a “garden town” and attractive countryside and villages, instead of lanes for slow modes and public transport.

Incomplete

- Lack of understanding of the implications of these proposals on the linked road network,
- Lack of understanding of the realism in cost and environmental terms of addressing the wider consequences of these proposals.

Conclusion

This application should be refused and transport strategy for the area redesigned in the context of the new LTCP and national policies.

Roger Williams

January 2022

Periam, David - Oxfordshire County Council

From: Roz Green [REDACTED]
Sent: 09 December 2021 20:50
To: Catcheside, Emily - Communities
Subject: Objection to Planning Application R3.0138/21.

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Objection to Planning Application R3.0138/2

Dear M/s Catcheside,

I wish to object to the planning application (ref R3.01138/21) and my reasons for it being rejected are as follows:-

- 1) I believe the road will have an adverse effect on Appleford; the road height being 30ft (10 m) above the houses and it will be as close as 70m to the village. This will scar the landscape for the surrounding area, not to mention the terrible pollution to Appleford village.
- 2) Noise will affect the entire village. The elevated road and flyover bridge will exacerbate existing rail noise in Appleford which is recognised as a noise corridor by DfT.
- 3) The 'Hanson' sidings enlargement application was agreed with the council without the proper consultation with the residents of Appleford.
- 4) The application is not compliant with OCCs own plans and policies and breaches the green belt.

Please consider my objections to this application.
I plead with the Councillors to reject this application.
Roz Green
9/12/2012

[REDACTED]

Periam, David - Oxfordshire County Council

From: Sarah Vickers [REDACTED]
Sent: 10 December 2021 14:57
To: Catcheside, Emily - Communities
Cc: Cllr Richard Webber
Subject: Objection to Planning Application R3.0138/21.

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Dear Emily Catcheside

I wish to object to the planning application (ref R3.01138/21) which should be rejected for the reasons listed below:

1. The road is too close to Appleford village. It will bring noise and pollution that will be damaging to the health and well being of residents. At such proximity (70m) and height (30ft /10 m) no mitigation will be effective to reduce the noise and pollution.
2. The elevation of the road will have an adverse effect on Appleford and will scar the landscape for the surrounding area.
3. The objective of the road is to support housing development, yet it is designed as an arterial link (A34 to Golden Balls Roundabout / Abingdon bypass to east Oxford / M40) which will bring large volumes of commercial traffic and impact other villages along the route.
4. Noise will affect the village. The elevated road and flyover bridge will exacerbate existing rail noise at Appleford which is recognised as a noise corridor by DfT.
5. The application is not compliant with OCCs own plans and policies and breaches green belt.

I wish my objection to this application to be considered and urge the Councilors to reject it accordingly.

Sarah Vickers



Sent from my iPhone

Periam, David - Oxfordshire County Council

From: Sophie Riding [REDACTED]
Sent: 11 December 2021 20:05
To: Catcheside, Emily - Communities
Subject: Objection to planning application

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi,

I wish to object to the planning application (ref R3.01138/21) which should be rejected for the reasons listed below:

1. The road is too close to Appleford village. It will bring noise and pollution that will be damaging to the health and well being of residents.
At such proximity (70m) and height (30ft /10 m) no mitigation will be effective to reduce the noise and pollution. The elevation of the road will have an adverse effect on Appleford and will scar the landscape for the surrounding area.
2. The objective of the road is to support housing development, yet it is designed as an arterial link (A34 to Golden Balls Roundabout / Abingdon bypass to east Oxford / M40) which will bring large volumes of commercial traffic and impact other villages along the route.
3. The traffic modeling data is not convincing and through traffic in Appleford and other villages will return to current levels in 10 years. The data presented to justify access, junctions, traffic, environmental, health and pollution impact is insufficient and unconvincing.
4. Noise will affect the entire village. The elevated road and flyover bridge will exacerbate existing rail noise at Appleford which is recognised as a noise corridor by DfT.
5. The application is not compliant with OCCs own plans and policies and breaches green belt.

I wish my objection to this application to be considered and urge the Councilors to reject it accordingly

Sophie Riding
11/12/2021
[REDACTED]

Periam, David - Oxfordshire County Council

From: Steve Riding [REDACTED]
Sent: 11 December 2021 16:46
To: Catcheside, Emily - Communities
Cc: Cllr Richard Webber
Subject: Objection to Planning Application R3.0138/21

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Ms Catcheside,

I wish to object to the planning application (ref R3.01138/21) which should be rejected for the reasons listed below:

1. The road is too close to Appleford village. Inevitably, it will bring noise and pollution that will be damaging to the health and well being of residents. At such proximity (70 m) and height (10 m) no mitigation will be effective to reduce the noise and pollution. The elevation of the road will have an adverse effect on Appleford and will scar the landscape for the surrounding area.
2. The objective of the road is to support housing development, yet it is designed as an arterial link (A34 to Golden Balls Roundabout / Abingdon bypass to east Oxford / M40) which will bring large volumes of commercial traffic and impact other villages along the route.
3. The traffic modeling data is not convincing and through traffic in Appleford and other villages will return to current levels in 10 years. The data presented to justify access, junctions, traffic, environmental, health and pollution impact is insufficient and unconvincing.
4. Noise will affect the entire village. The elevated road and flyover bridge will exacerbate existing rail noise at Appleford which is recognised as a noise corridor by DfT.
5. The application is not compliant with OCCs own plans and policies and breaches green belt.

Consequently, I wish my objection to this application to be considered and urge the Councilors to reject it accordingly.

Yours sincerely,

[REDACTED]

Steven Riding

11th December 2021

[REDACTED]

Periam, David - Oxfordshire County Council

From: [REDACTED]
Sent: 11 December 2021 11:54
To: Catcheside, Emily - Communities
Cc: Cllr Richard Webber
Subject: Objection to Planning Application R3.0138/21

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Ms Catcheside,

Further to my previous email, unsurprisingly, the council continues to ride roughshod over the views of residents.

So we have now reached the stage where we wish to object to the planning application (ref R3.01138/21) which should be rejected for the reasons listed below:

1. The road is too close to Appleford village. It will bring noise and pollution that will be damaging to the health and wellbeing of residents.

At such proximity (70m) and height (30ft /10 m) no mitigation will be effective to reduce the noise and pollution. The elevation of the road will have an adverse effect on Appleford and will scar the landscape for the surrounding area.

2. The objective of the road is to support housing development, yet it is designed as an arterial link (A34 to Golden Balls Roundabout / Abingdon bypass to east Oxford / M40) which will bring large volumes of commercial traffic and impact other villages along the route.

3. The traffic modeling data is not convincing and through traffic in Appleford and other villages will return to current levels in 10 years. The data presented to justify access, junctions, traffic, environmental, health and pollution impact is insufficient and unconvincing.

4. Noise will affect the entire village. The elevated road and flyover bridge will exacerbate existing rail noise at Appleford which is recognised as a noise corridor by DfT.

5. The application is not compliant with OCCs own plans and policies and breaches green belt.

We wish our objection to this application to be considered and urge the Councilors to reject it accordingly.

Dr Stuart Butterfield and Dr Elizabeth Atherton

[REDACTED]
11th December 2021

From: [REDACTED]
Sent: 15 November 2021 09:07
To: 'emily.catcheside@oxfordshire.gov.uk' <emily.catcheside@oxfordshire.gov.uk>
Cc: 'richard.webber@oxfordshire.gov.uk' <richard.webber@oxfordshire.gov.uk>
Subject: HIF1 Application

Dear Ms Catcheside,

Regarding the Planning Application for the HIF1 Project, filed 4 Nov.

This is a major development and the **Statutory Consultation** period and closing date is not adequate (**11 December 2021**).

Our Parish Council needs more time to appoint advisors and obtain advice from experts in order to respond to OCC on this application which will affect Appleford most.

With Christmas and Covid an extension to **30 March-22** is required.

Berst wishes

Dr and Mrs Butterfield



Periam, David - Oxfordshire County Council

From: Susan Helby [REDACTED]
Sent: 10 December 2021 15:17
To: Catcheside, Emily - Communities
Cc: Cllr Richard Webber
Subject: Objection

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

I wish to object to the planning application R3. 01138/21. which I hope will be rejected

1. Road is too close to village
2. Increase in all sorts of pollution - air, noise, light etc which is unacceptable in present climate
3. Visual impact from a road elevation closely bordering village will be a real eyesore
4. If the road has no chance of being rejected, at least moving it a short distance although not eliminate these adverse effects should at least reduce some of its impact.

Susan Helby



Periam, David - Oxfordshire County Council

From: Susan Ironside [REDACTED]
Sent: 10 December 2021 11:28
To: Catcheside, Emily - Communities
Cc: Cllr Richard Webber
Subject: Planning Application R3.0138/21.

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

The village of Appleford is being sacrificed for this plan and I wish to oppose it most strongly. It will take the heart out of Appleford and the village will never recover from its effects. Together with the new developments that have been inflicted upon this area it will ruin Appleford. I think it is vandalism.

I am sure other Appleford residents will enumerate reasons why this plan should not go ahead but I have cut and pasted them below.

1. The road is too close to Appleford village. It will bring noise and pollution that will be damaging to the health and well being of residents.

At such proximity (70m) and height (30ft /10 m) no mitigation will be effective to reduce the noise and pollution. The elevation of the road will have an adverse effect on Appleford and will scar the landscape for the surrounding area.

2. The objective of the road is to support housing development, yet it is designed as an arterial link (A34 to Golden Balls Roundabout / Abingdon bypass to east Oxford / M40) which will bring large volumes of commercial traffic and impact other villages along the route.

3. The traffic modeling data is not convincing and through traffic in Appleford and other villages will return to current levels in 10 years. The data presented to justify access, junctions, traffic, environmental, health and pollution impact is insufficient and unconvincing.

4. Noise will affect the entire village. The elevated road and flyover bridge will exacerbate existing rail noise at Appleford which is recognised as a noise corridor by DfT.

5. The application is not compliant with OCCs own plans and policies and breaches green belt.

I wish my objection to this application to be considered and urge the Councilors to reject it accordingly

Susan Ironside
10 December 2021



Periam, David - Oxfordshire County Council

From: Teresa Flinders [REDACTED]
Sent: 11 December 2021 16:42
To: Catcheside, Emily - Communities
Cc: Cllr Richard Webber
Subject: Objection to Planning Application R3.0138/21

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Ms Catcheside

I wish to object to the planning application for the reasons listed below:

1. The road is too close to Appleford village.
2. It will bring noise and pollution that will be damaging to the health and well being of residents. At the proposed proximity and height (30ft) no mitigation will be effective to reduce the noise and pollution.
- 3 The elevation of the road will have an adverse effect on Appleford and will scar the landscape of the surrounding area.
4. The objective of the road is to support housing development, yet it is designed as an arterial link (A34 to B4015 / Abingdon bypass to east Oxford / M40). This will bring large volumes of commercial traffic and impact other villages along the route.
5. The traffic modeling data is not convincing and through traffic in Appleford and other villages will return to current levels in 10 years.
6. The data presented to justify access, junctions, traffic, environmental, health and pollution impact is insufficient and unconvincing.
7. Noise levels will affect the whole village but particularly residences in Main Road. The elevated road and flyover bridge will exacerbate existing rail noise at Appleford which DfT has listed as a special noise corridor.
8. The application is not compliant with OCCs own plans and policies and breaches green belt.

I wish my objection to this application to be recorded and passed to the Councilors on the Planning & Regulation Committee. I urge them to consider the detrimental effect of the road on Appleford and to reject the planning application accordingly.

Teresa Flinders
[REDACTED]

Sent from my iPhone

Periam, David - Oxfordshire County Council

From: Tiff Cameron [REDACTED]
Sent: 09 December 2021 20:24
To: Catcheside, Emily - Communities
Subject: Objection to Planning Application R3.0138/21.

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Emily,

I wish to object to the planning application (ref R3.01138/21) which should be rejected for the reasons listed below:

1. The road is too close to Appleford village. It will bring noise and pollution that will be damaging to the health and well being of residents.
At such proximity (70m) and height (30ft /10 m) no mitigation will be effective to reduce the noise and pollution. The elevation of the road will have an adverse effect on Appleford and will scar the landscape for the surrounding area.
2. The objective of the road is to support housing development, yet it is designed as an arterial link (A34 to Golden Balls Roundabout / Abingdon bypass to east Oxford / M40) which will bring large volumes of commercial traffic and impact other villages along the route.
3. The traffic modeling data is not convincing and through traffic in Appleford and other villages will return to current levels in 10 years. The data presented to justify access, junctions, traffic, environmental, health and pollution impact is insufficient and unconvincing.
4. Noise will affect the entire village. The elevated road and flyover bridge will exacerbate existing rail noise at Appleford which is recognised as a noise corridor by DfT.
5. The application is not compliant with OCCs own plans and policies and breaches green belt.

I wish my objection to this application to be considered and urge the Councilors to reject it accordingly

Thank you,
Tiffany Cameron

9 December, 2021
[REDACTED]

Periam, David - Oxfordshire County Council

From: Val Price [REDACTED]
Sent: 23 November 2021 16:48
To: Catcheside, Emily - Communities
Subject: Planning

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi

As a resident of Culham for over 20 years, I would like to add my voice to the protests against the massive changes proposed to both the roads, infrastructure and rural nature of this part of Oxfordshire.

We live at Culham railway station and have no choice but to accept the autocratic approach to works are undertaken on the track, by British Rail.

The proposed new roads and huge roundabouts pose a horrific threat to our access, privacy, and way of life.

We see bats in our garden in the early evening, a Barn Owl hunts around the station, butterflies, grass snakes, wild birds visit us daily. All this threatened.

At a time of Covid, and when we are all advised to use alternative methods of transport, work from home, use electric cars, produce food locally, reduce our consumption, reuse, recycle, and repair.....this vast building project, where houses are built which demand roads to be constructed, which then allow for more housing

Very shortsighted and ill advised!!!!

Stop wrecking Oxfordshire.

Valerie Price

Periam, David - Oxfordshire County Council

From: Vic Johnson [REDACTED]
Sent: 10 June 2022 17:01
To: Catchside, Emily - Oxfordshire County Council
Subject: R3.0138 HIF1 relief road

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Ms Catchside

I am writing again to lodge my objection against the proposed road.

I object for the following (and not limited to) main reasons below:-

The carbon and environmental costs of the proposals would be significant and appear to have been downplayed in the current assessments.

This project was initiated many years ago and is now completely out of kilter with current policy on climate change and the environment of OCC, SODC and VOWH councils. It is not in line with the Council's own emerging Local Transport & Connectivity Plan 5, which seeks to develop a zero-carbon transport system which prioritises walking and cycling and reduces car journeys. How can you declare a climate emergency put plans into action including vegan meals then totally disregard everything to build this road.

Lack of a coherent Local Transport and Connectivity Plan for sustainable transport in South Oxfordshire.

The road is likely to generate more traffic and merely shift congestion from one site to another. Is this the Expressway by stealth!! We need develop transport plans that meet local needs in a less destructive and polluting manner.

Financial Risk of significant cost overruns (over and above £30m already committed) that will compromise OCCs ability to borrow for social services. This could run over £100m.

Lack of credible traffic model data which includes induced demand and covers adjacent locations (Abingdon, Sutton Courtenay & Culham roundabouts, Clifton Hampden & areas beyond Golden Balls roundabout).

Lack of consideration for health and welfare of local residents and goes against The Oxfordshire Health and Wellbeing Strategy 2018-2023.

Lack of consideration to the noise and pollution levels the road will cause to residents along the route specifically in Appleford-on-Thames due to the elevated flyover.

Visual impact of the road destruction of Green Belt fields and woodland. Loss of habitat for wildlife.

I do pray that this application will be rejected, and you will work with local Parish Council's, residents and other bodies to (if a new road is really necessary) plan a more suitable road.

Yours Sincerely

Vicky Johnson

[Redacted]

[Redacted]

Periam, David - Oxfordshire County Council

From: Planning - E&E
Sent: 06 February 2023 08:39
To: Catcheside, Emily - Oxfordshire County Council
Subject: FW: Objection to HIF1: planning application R3.0138/21

Hi Emily

An objection.

Sylv

Sylvia Bareham
PA to Llewelyn Morgan, Service Manager, iiHUB Environment & Place
PA to John Disley, Infrastructure Strategy & Policy Manager

Tel: [REDACTED]

Working Hours: 8.00 am-3.15 pm Monday, Tuesday, Wednesday

From: Victoria Johnson [REDACTED]
Sent: 03 February 2023 16:36
To: Planning - E&E <planning@Oxfordshire.gov.uk>
Subject: Objection to HIF1: planning application R3.0138/21

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Ms Emily Catcheside,

I object to the HIF1 road scheme for the following reasons:

1. It is not financially viable.
2. It will increase congestion.
3. It is contrary to local carbon reduction policies.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
5. It breaches Greenbelt policy.

I am also concerned that less damaging and less costly alternatives have not been properly explored.

Yours sincerely,

Victoria Johnson

[Redacted signature block]

Periam, David - Oxfordshire County Council

From: Wileman, Rachel - Oxfordshire County Council
Sent: 12 July 2023 11:16
To: Catcheside, Emily - Oxfordshire County Council
Subject: FW: HIF1 Road scheme Planning Committee 17 July 2023

From: Vic Johnson [REDACTED]
Sent: 12 July 2023 10:04
To: Wileman, Rachel - Oxfordshire County Council <Rachel.Wileman@Oxfordshire.gov.uk>
Subject: HIF1 Road scheme Planning Committee 17 July 2023

You don't often get email from [REDACTED]

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Ms Wileman

I write as a resident to express my opposition to the plan for the new HIF1 Road on the grounds that this plan:

- Undermines Oxfordshire County Council's (OCC's) net-zero commitments
- Undermines OCC's transport commitments
- Will cause unacceptable damage to the natural environment
- Is a risky financial gamble with public funds
- Will not solve rush-hour traffic congestion
- Will have a detrimental impact on residents in terms of noise and pollution
-

Can you please confirm if you are in favour of this road plan? If so, can you please explain why?

The OCC Local Transport Plan regarding new roads states:- ***"We have found that road schemes often generate new demand and quickly reach capacity again. It is therefore not a sustainable long-term solution for Oxfordshire's transport network."*** Furthermore, it states that new roads should only be considered ***"in exceptional circumstances"***

Why then is the County Council supporting this plan given that it is not a solution?

Construction of this road scheme would generate at least 500,000 tonnes of CO2: OCC's own operations cause about 13,000 tonnes a year. This will completely undermine OCC's commitment to reaching Net Zero.

Why is the Council doing so much damage to its' climate plan?

The extra traffic generated will add to congestion, pollution and undermine OCC's own targets for delivering a zero-carbon transport system through its Local Transport and Connectivity Plan (LTCP). In the LTCP you aim to replace or remove 1 out of every 4 current car trips by 2030 and 1 out of every 3 trips by 2040. This 'infrastructure funding' could be

spent on better bus or train services, or supporting safer cycling and walking, yet OCC have chosen this road with almost no discussion of alternatives.

Why is OCC ignoring alternatives and its own LTCP?

The LTCP sets out a number of policies, one of which requires the carbon emissions from potential transport schemes to be quantified and compared against Oxfordshire's 'carbon budget'. To date, OCC has not accurately quantified the emissions likely to result from the HIF1 scheme, and therefore has not been able to do this. OCC commissioned consultancy firm AECOM to appraise the HIF1 scheme in 2021. However, questions have been raised about inaccuracies and gaps in AECOM's assessment. Oxford Friends of the Earth commissioned an economist to fill the research gaps their research shows how the HIF1 scheme:

- is financially very risky
- won't solve road congestion (and could make it worse) and
- directly undermines local transport plans and net-zero goals.

Why has OCC not undertaken work to quantify and compare the carbon emissions from this scheme against Oxfordshire's carbon budget?

This road scheme is being pushed through without proper consideration for the environmental consequences, the impact on residents from noise and pollution and the costs of the scheme, which at the end of the day is likely to be funded through local taxation when we are in a cost-of-living crisis.

I humbly ask you to oppose this disastrous scheme and look towards better greener alternatives that literally don't cost the earth financially or environmentally.

Yours sincerely

Vicky Johnson



Periam, David - Oxfordshire County Council

From: William Finch [REDACTED]
Sent: 10 December 2021 16:12
To: Catcheside, Emily - Communities
Cc: William Finch
Subject: Objection to the Proposed New Road past Appleford (Planning Application R3.0138/21)

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Mrs Catcheside

I wish to object to the planning application (ref R3.01138/21) which should be rejected for the following reasons:

1. The road is too close to Appleford village. It will bring noise and pollution that will be damaging to the health and well being of residents.

At such proximity (70m) and HEIGHT (30ft /10 m) no mitigation will be effective to reduce the noise and pollution. The elevation of the road will have an adverse effect on Appleford and will scar the landscape for the surrounding area. There is inevitable irreversible damage to the environment and a contribution to greenhouse gases.

2. The objective of the road is to support housing development, yet it is designed as an arterial link (A34 to Golden Balls Roundabout / Abingdon bypass to east Oxford / M40) which will bring large volumes of commercial traffic and impact other villages along the route.

3. The traffic modelling data is not convincing and through traffic in Appleford and other villages will return to current levels in 10 years. The data grudgingly presented to justify access, junctions, traffic, environmental, health and pollution impact is insufficient and unconvincing.

4. Noise will affect the entire village. The elevated road and flyover bridge will exacerbate existing rail noise at Appleford which is recognised as a noise corridor by DfT.

5. The application is not compliant with OCCs own plans and policies and breaches green belt.

I wish my objection to this application to be considered and urge the Councilors to reject it accordingly

William Finch

10th December 2021
[REDACTED]

William Finch
CEO



t: +44 (0) 1865 784074 | m: +44 (0) 7769 903711
e: wfinch@oxfordvacmedix.com | w: oxfordvacmedix.com
a: The Magdalen Centre, Oxford Science Park, Oxford, OX4 4GA, UK

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UK.

effect is that it should be avoided: this level of noise is disruptive: the adverse effects include having to keep windows closed most of the time because of noise, and at night the potential for sleep disturbance: difficulty getting to sleep, premature awakening and difficulty getting back to sleep; in summary it is disruptive and diminishes quality of life. Thus the loss of amenity from in particular construction noise involved for the residents of [REDACTED] is likely to be severe. We note in this connection that although background noise measurement was carried out at [REDACTED] for the scheme, no such measurement was carried out at [REDACTED]. We also note, with concern, that no mitigation of the Significant Observable Adverse Effect at [REDACTED] is included in the application.

We therefore ask the Planning Committee, if the application is approved, to include conditions on construction noise that will address this loss of amenity to the residents that the application as presented would involve.

2. Night working

We see with concern from the application (ES Appendix 10.3, Figure 42) that all-night working in the vicinity of [REDACTED] is proposed during what appear to be three phases (months 4-8, 17-19, and 21, a total of 9 months out of the 28 month schedule, or around a third of the project duration).

This is a matter of very serious concern to us. Given the proximity of the Barns to the site of the proposed roundabout adjacent to the Culham Science Centre, and the high receptor sensitivity of our location, the noise levels predicted indicate that there will be several significant periods during which meaningful sleep will be difficult or impossible at [REDACTED], during these night working phases, as the project is at present conceived. While it might be reasonable to expect residents to arrange alternative accommodation (eg staying with relatives) on a few nights, the extent of night working proposed makes such a course impracticable on the scale implied, even supposing the country is by then free of Covid restrictions.

We therefore urgently ask the Planning Committee to require the applicants to include mitigation measures to reduce noise and minimise vibration during normal sleeping hours (say, 10.30 pm to 7.30 am), to ensure that residents have the prospect of a reasonable chance to sleep during these night working construction phases.

3. Flood risk

[REDACTED] is situated a metre or so below the level of the existing A415, and the driveway in front of the building is thus subject to runoff. We note with concern the reference in the application to flood risk; a “highly significant effect on the water environment” is predicted, with the “potential to increase flood risk to residential properties”. It is unclear to us whether this warning is applicable to [REDACTED], but if it is, we urgently request that a full study of the potential problem as it may affect the Barns is carried out, and appropriate mitigation measures are included in the application, or if necessary required by the Planning Committee as a condition of approval.

4. Landscaping

We are very sorry to see that the application proposes the removal of all the existing trees and shrubs on the grassy apron area in front of the entrance to the Culham Science Centre. We hope that the Planning Committee will share this regret, and that the scheme can be amended so that some at least of the vegetation can be preserved.

5. Access to Fullamoor properties

The proposed layout of the Clifton Hampden bypass turns the section of the A415 on which the Fullamoor properties are located into a cul-de-sac. We recognise that this may have advantages for Fullamoor residents, but we are concerned that there are also potential disadvantages. In particular, there is a risk of access being obstructed by fly tipping, by overspill parking from the Science Centre, and by use as an encampment by travellers and gypsies. We should be grateful to know what measures the Council proposes to mitigate these risks.

6. Pedestrian access to Culham station

There is currently a traffic island on the A415 just east of the turning to the Culham No. 1 Site. We see with regret that there is no replacement for this pedestrian refuge in the plans for the roundabout at the Science Centre. This means pedestrians would have to take a long and circuitous route, involving multiple road crossings, to reach the station. We hope that a central pedestrian refuge to assist safe crossing on foot of the A415, to access Culham station from the pathway along the south side of the road, can be included in the plans on the west side of the new roundabout.

7. Timing

In the time available to us, and given the large number of documents that we have had to try to scrutinise to frame our response, we have not been able to find any but a very general estimate of the timing of the scheme. In particular it is not clear if the scheme will be undertaken in a number of phases, or all sections will be worked on simultaneously – we presume the latter is more likely, given the overall timescale. Some indication of the planned schedule of works as it would affect [REDACTED] would be very welcome, to reduce uncertainty about what to expect and when.

We very much hope that the Planning Committee will recognise the seriousness of our concerns.

We are copying this letter to the Chair of the Clifton Hampden Parish Council, and to our District and County Councillors.

Yours sincerely

Mandy and Rick Estall, [REDACTED]
Victoria Woolley and Max Lehmann, [REDACTED]
Eric Jackson, [REDACTED]
Gill and Peter Donkin, [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Ms E Catcheside
Planning Consultant
Environment and Place, Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND

10 December 2022

Dear Ms Catcheside

Didcot HIF1 application (ref R3.0138/21): Regulation 25 response: comments from the Residents of Fullamoor Barns

We are residents in [REDACTED], Clifton Hampden, a group of four households located directly on the A415, immediately opposite the Culham Science Centre.

We are responding to the Regulation 25 response from OCC.

We note with regret that our earlier comments on this application have been ignored in your Regulation 25 request for further information and in the applicant's response to this. We take this opportunity to reiterate our previous comments, and, in the absence of any response to them, to register our objection to the application.

We are strongly of the opinion that application ref R.0138/21 needs to be modified in a number of respects, in relation to the impact that construction work will have on the residents of [REDACTED]. While we do not suggest precise modifications (which should be the concern of the applicants), if our concerns continue to be ignored we do very strongly urge the Planning Committee, if it is minded to approve the application, to insist that these concerns be addressed and effective solutions developed and adopted as a condition of approval.

1. Noise and vibration

We are deeply concerned by the level of noise that residents at Fullamoor will experience during the 28 months of construction.

The application recognises (Didcot HIF1 ES Chapter 10 Noise and Vibration, p 56, Table 10.16) that the receptor sensitivity of Fullamoor Barns is High, and the impact of construction noise at the Barns will be Moderate/Major, while that of vibration will be Moderate. According of the Noise Exposure Hierarchy in the Planning Practice Guidance on Noise (ES Ch 10, p4, Table 10.1), the effect of construction noise on the Barns and residents here will be Significant Observable Adverse; the NEH comment on this level of

effect is that it should be avoided: this level of noise is disruptive: the adverse effects include having to keep windows closed most of the time because of noise, and at night the potential for sleep disturbance: difficulty getting to sleep, premature awakening and difficulty getting back to sleep; in summary it is disruptive and diminishes quality of life. Thus the loss of amenity from in particular construction noise involved for the residents of Fullamoor Barns is likely to be severe. We note in this connection that although background noise measurement was carried out at [REDACTED] for the scheme, no such measurement was carried out at [REDACTED]. It appears from the text of EA Chapter 10 that the applicant assumes that [REDACTED] and [REDACTED] are effectively the same (the names seem to be used interchangeably); the Barns are in fact entirely separate from the Farmhouse, and considerably closer to the existing A415; the effect of construction noise and vibration should therefore be assessed separately for each of the two locations.

We therefore ask the Planning Committee, if the application is approved, to include conditions on construction noise that will address this loss of amenity to the residents, particularly at night, that the application as presented would involve.

2. Night working

We see with concern from the application (ES Ch 10 para 10.10.5, bullet point 13 and Appendix 10.3 figure 42) that all-night working in the vicinity of Fullamoor Barns is proposed during what appear to be three phases (months 4-8, 17-19, and 21, a total of 9 months out of the 28 month schedule, or around a third of the project duration); and that no mitigation measures are proposed.

This is a matter of very serious concern to us. Given the proximity of the Barns to the site of the proposed roundabout adjacent to the Culham Science Centre, and the high receptor sensitivity of our location, the noise levels predicted indicate that there will be several significant periods during which sleep will be difficult or impossible at [REDACTED], during these night working phases, as the project is at present conceived. It would not be reasonable to expect residents to arrange alternative accommodation during these periods, the timing of which is likely to be subject to alteration as the project (if approved) proceeds.

We therefore urgently ask the Planning Committee, if it is minded to approve the application, to make it a condition of approval that the applicants include mitigation measures to reduce noise and minimise vibration during normal sleeping hours (say, 10.30 pm to 7.30 am), to ensure that residents have the prospect of a reasonable chance to sleep during these night working construction phases.

3. Flood risk

[REDACTED] is situated a metre or so below the level of the existing A415, and the driveway in front of the building is thus subject to runoff. We note with concern the reference in the application to flood risk; a “highly significant effect on the water environment” is predicted, with the “potential to increase flood risk to residential properties”. It is unclear to us whether this warning is applicable to [REDACTED], but if it is, we urgently request that a full study of the potential problem as it may affect the

Barns is carried out, and appropriate mitigation measures are included in the application, or if necessary required by the Planning Committee as a condition of approval.

4.Landscaping

We are very sorry to see that the application proposes the removal of all the existing trees and shrubs on the grassy apron area in front of the entrance to the Culham Science Centre. We hope that the Planning Committee will share this regret, and that the scheme can be amended so that some at least of the vegetation can be preserved.

5. Access to Fullamoor properties

The proposed layout of the Clifton Hampden bypass turns the section of the A415 on which the Fullamoor properties are located into a cul-de-sac. We recognise that this may have advantages for Fullamoor residents, but we are concerned that there are also potential disadvantages. In particular, there is a risk of access being obstructed by fly tipping, by overspill parking from the Science Centre, and by use as an encampment by travellers and gypsies. We should be grateful to know what measures the Council proposes to mitigate these risks.

6. Pedestrian access to Culham station

There is currently a traffic island on the A415 just east of the turning to the Culham No. 1 Site. We see with regret that there is no replacement for this pedestrian refuge in the plans for the roundabout at the Science Centre. This means pedestrians would have to take a long and circuitous route, involving multiple road crossings, to reach the station. We hope that a central pedestrian refuge to assist safe crossing on foot of the A415, to access Culham station from the pathway along the south side of the road, can be included in the plans on the west side of the new roundabout.

7. Timing

In the time available to us, and given the large number of documents that we have had to try to scrutinise to frame our response, we have not been able to find any but a very general estimate of the timing of the scheme. In particular it is not clear if the scheme will be undertaken in a number of phases, or all sections will be worked on simultaneously – we presume the latter is more likely, given the overall timescale. Some indication of the planned schedule of works as it would affect [REDACTED] would be very welcome, to reduce uncertainty about what to expect and when.

In view of these concerns we wish to register our objection to the proposal as it stands. We hope the Planning Committee will recognise the seriousness of our concerns.

Yours sincerely

Mandy and Rick Estall, [REDACTED]
Victoria Woolley and Max Lehmann, [REDACTED]
Eric Jackson, [REDACTED]
Gill and Peter Donkin, [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]



Stantec UK Limited
Caversham Bridge House
Waterman Place
Reading RG1 8DN

14th April 2022

Project/File: HIF1 Application (R3.0138/21)

Emily Catcheside
Oxfordshire County Council
Planning Department
County Hall
New Road
Oxford
OX1 1ND

Dear Emily,

Reference: R3.0138/21

I am writing on behalf of our client RWE Generation UK in response to the Science Bridge proposals submitted by Oxfordshire County Council (OCC) as part of the Didcot Garden Town Infrastructure project (planning app. ref. no. R3.0138/21) (known as 'HIF1').

The proposed Science Bridge Road Link (SBRL), which forms part of the HIF1 application, runs through RWE's Didcot Power Station Site, located to the northwest of Didcot. As your colleagues are aware from the pre-application discussion RWE is currently finalising a hybrid planning application for the proposed redevelopment of the element of the wider site that historically accommodated the former Didcot A Power station site, known as Didcot Data Campus. For the avoidance of doubt, a plan showing the location of the proposed Didcot Data campus site and wider RWE site has been appended to this letter.

Our comments are based on a review of the following application documents:

- Didcot Garden Town Housing Infrastructure Fund (HIF1) Transport Assessment – hereafter referred to as 'TA';
- Road Safety Audit Stage 1 – hereafter referred to as 'RSA'; and
- Application Drawings:
 - Highways General Arrangement Sheets 5 and 6 out of 19;
 - Visibility Splays Sheets 5 and 6 of 19; and
 - Highways Swept Path Analysis Sheet 17 of 39.

General comments on the Transport Assessment (TA)

Based on our review of the submitted TA, it is unclear whether the former Didcot A Power Station has been accounted for in the baseline assessment and whether the proposed SBRL scheme allows for the currently permitted operations or the continued use of the site as an element of the nationally important power generation infrastructure.

Reference: R3.0138/21

The base junction capacity assessments presented in Table 3.4 of the TA appear to be based upon traffic surveys carried out in 2016 and 2017, when the active use of Didcot A had ceased, and the demolition of Didcot A Power Station had already started. With the information provided, it is clear that unfortunately no consideration has been given to traffic flows with the Didcot A Power Station site operating under its permitted development rights, which allow for the following:

RWE Generation UK Plc (“RWE”) holds an electricity generation licence under Section 6(1) of the Electricity Act 1989 and is entitled to exercise powers conferred by Schedules 3 and 4 of that Act. As such, RWE is a statutory undertaker as defined in S262(6) of the T&CPA 1990. RWE holds its interest in the site of Didcot A Power Station for the purposes of its statutory undertaking and as such the Didcot A Power Station site is classed as operational land in accordance with S263 of the T&CPA. The site predates 1968 and has been subject of specific planning consents for the purposes of energy generation for several decades. Schedule 2, Part 15, Class B of the T&CP (GPD) (England) Order 2015, as amended, sets out the permitted development rights that exist in relation to RWE’s undertaking at Didcot A. These rights are wide ranging and allow for many types of development uses. Consequently, the Didcot A site has the ability to generate traffic movements without the need for planning permission. The 2011 surveys provide a reasonable reflection of traffic flows with the site operating under its permitted use.

In our view, for the baseline assessment to be robust it is critical that the 2011 surveys should be incorporated into the Paramics model in order to accurately reflect the baseline operational performance of local junctions around Didcot A Power Station. Without consideration to these, the results of the base junction capacity assessments are an underrepresentation of the current operation of the road network around the site, and therefore inappropriate for the purpose of carrying a net impact assessment. We therefore request that an updated assessment is carried out using the 2011 survey data, which can be made available to OCC upon request.

Additionally, we are concerned about the following issues with regard to the A4130/ Science Bridge Junction (referred to as ‘SCH6’ in the TA) Assessment:

HIF1 TA Results	Comments
<p>The applicant suggests that there is an alternative route via the Southmead industrial estate (turning into Hawksworth Road) for traffic heading north or east, with capacity to accommodate re-routing traffic.</p>	<p>Although it is accepted that the improved A4130/ New Thames River Crossing/ Collet roundabout (SCH7) has spare capacity to accommodate re-routing traffic, no evidence is presented in the TA to suggest that the Hawksworth Road/ Collet junction can accommodate this traffic. Without testing this, it is not possible to understand whether traffic would route this way or would carry on using the SCH6 and potentially impact traffic along the SBLR and the former Didcot A Power site (or possible future Didcot Data Campus) access.</p>
<p>The applicant’s view is that one of the main ways to prioritise mainline flow is by discouraging traffic from using the existing A4130 between the Mendip Heights and Purchas Road roundabouts by creating a priority junction instead of a roundabout where the existing A4130 meets the new A4130 (SCH3).</p>	<p>The effects of a priority junction at SCH3 instead of roundabout on the SBLR junctions have not been tested.</p>

Reference: R3.0138/21

HIF1 TA Results	Comments
The Paramics model assumptions account for 400 dwellings at the former coal yard for the Didcot A site. However, it is understood that this is no longer likely, therefore, if the 400 units do not come forward, the model is assuming too many trips in the area.	It is accepted that a residential development at Didcot A site would assume too many general traffic movements in the area. A sensitivity test should be carried to understand the capacity/operational benefits of testing Amazon and Cloud HQ data centres, which have now been permitted and are under construction.

Comments on Road Safety Audit (Stage 1)

Additionally, there are a number of concerns with regard to issues raised in the RSA Stage 1 that could have an impact on the operation and safety users of the former Didcot A Power Site, if left unresolved:

- The change of speed limit to the east of the TOUCAN crossing should be implemented at least at the desirable minimum sight stopping distance (SSD) for the lower speed limit from the crossing, in line with the RSA.
- Side road junctions along the SBLR:
 - Give way line should be moved back to the bottom of the raised entry treatment ramp and visibility splays checked.
 - Junction warning signs with sub-plates bearing the legend “give way to cyclists” should be provided.
- Warning signs should be located closer to the parallel crossings.
- Upright signs should be provided for the segregated cycleway/ footways along SBLR.
- Street lighting should be provided to the west of the Old A4130 junction, only at the junction and approaches.

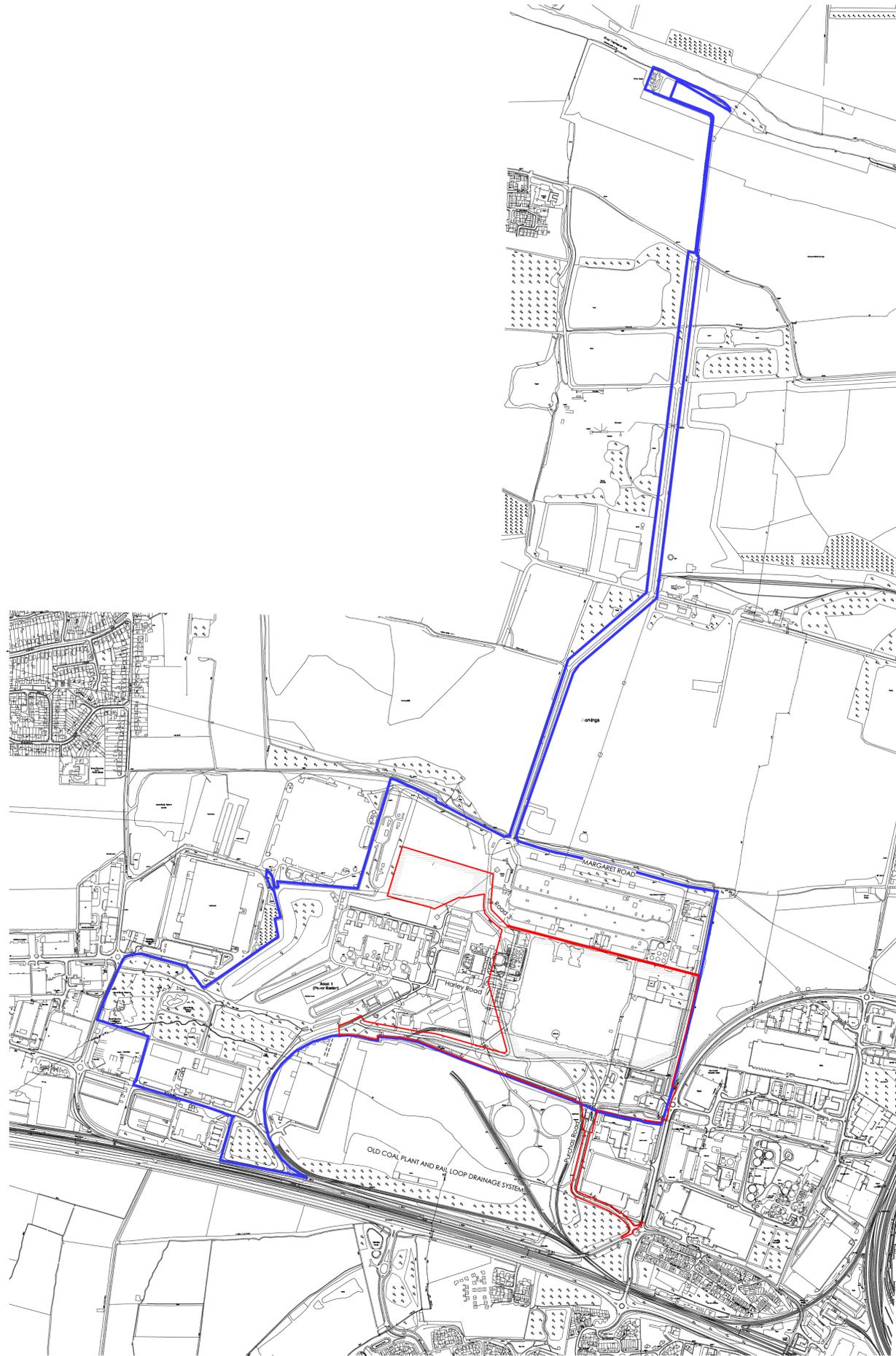
We would appreciate confirmation that the above will be addressed as part of the detailed design stage and RSA Stage 2.

Sincerely,

Sarah Matthews

Director Transport Planning
Sarah.matthews@stantec.com

Attachment: [Attachment]



1 LOCATION PLAN -SITE PLAN
1 : 5500

NOTES:
 1. All rights reserved. All drawings and written material appearing herein constitute original and confidential works of ARCC. Copying may not be distributed, used or disclosed without written consent.
 2. All dimensions shown are in millimetres.
 3. This drawing shall be read in conjunction with all Specifications and schedules.
 4. All dimensions shall be checked by Contractor prior to any work commencing on site.
 5. The contractor shall be liable for all relevant standards, regulations, statutory codes of practice, methods of working, and good practice.
 6. Dimensions shall be taken from the drawing and the contractor shall be responsible for obtaining all dimensions and levels on site for the actual setting out of the works.

SITE BOUNDARY ————
 OWNERSHIP RWE BOUNDARY ————

REV	DATE	ISSUED FOR COMMENT	BY	CHK

STATUS | DESCRIPTION
50 WORK IN PROGRESS

ARC:MC
 140-142 St John Street, London EC1V 4UB T 020 34112571
 REGISTERED IN ENGLAND COMPANY REG NO: 7883297

CLIENT:
RWE

PROJECT: DODCOT CAMPUS
 LAND EAST OF SUTTON COURTENAY LANE AND
 WEST OF DODCOT POWER STATION, SUTTON
 COURTYENAY
 PROJECT NO: L3118.00
 DESCRIPTION: Site Location Plan

SCALE: As indicated @ A0
 DRAWING NO: RWE-ARC-ZZ-ZZ-DR-A-1001
 REVISION: #

Periam, David - Oxfordshire County Council

From: Wileman, Rachel - Oxfordshire County Council
Sent: 12 July 2023 18:54
To: Periam, David - Oxfordshire County Council; Perrins, Nicholas - Oxfordshire County Council
Subject: Fwd: Appleford impact from HIF1

From: Neil Shorney [REDACTED]
Sent: Wednesday, July 12, 2023 5:51:07 PM
To: Wileman, Rachel - Oxfordshire County Council <Rachel.Wileman@Oxfordshire.gov.uk>; Cllr Geoff Saul <Geoff.Saul@Oxfordshire.gov.uk>; Cllr Richard Webber <Richard.Webber@Oxfordshire.gov.uk>
Subject: Appleford impact from HIF1

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Dear Ms Wileman,

As you consider the planning application for the new road, please consider the noise impact on Appleford and whether the alternative route further to the west of the village would achieve the same goal but with no disruption to people living in Appleford. I believe that is the case, but it seems not even to have been considered as an option in this whole process.

Please, I would like to ask that proper thought be given to the alternative route so as to not permanently bring noise (which the council is aware will happen) to residents when there is a viable alternative. After all, I thought councils were there to do what best for residents.

With kind regards,

Neil Shorney
[REDACTED]

Periam, David - Oxfordshire County Council

From: Monks, Shannon - Oxfordshire County Council on behalf of Wileman, Rachel - Oxfordshire County Council
Sent: 12 July 2023 16:48
To: Perrins, Nicholas - Oxfordshire County Council; Periam, David - Oxfordshire County Council
Subject: FW: Major concerns with the HIF 1 scheme

Shannon Monks
Team Leader – Business Support
Planning Environment and Climate Change
Environment and Place | Oxfordshire County Council | County Hall | New Road | Oxford | OX1 1ND |
shannon.monks@oxfordshire.gov.uk
www.oxfordshire.gov.uk



From: [REDACTED]
Sent: 12 July 2023 15:03
To: Cllr Geoff Saul <Geoff.Saul@Oxfordshire.gov.uk>; Wileman, Rachel - Oxfordshire County Council <Rachel.Wileman@Oxfordshire.gov.uk>
Cc: Cllr Richard Webber <Richard.Webber@Oxfordshire.gov.uk>; 'Gregory O'Broin' <applefordpcworkinggroup@gmail.com>; 'Victoria Shepherd' [REDACTED]
Subject: Major concerns with the HIF 1 scheme

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CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Ms Wileman and Cllr Saul,

I would be grateful if you would draw the attention of the Planning Committee members to the following very compelling reasons why they should not approve the HIF 1 Scheme

1. The information submitted does not materially address the very serious negative impacts on the residents of Appleford on Thames in respect of noise, vibration, pollution, traffic danger, etc., etc. As you will know, more detailed objections on the

same lines have been made by Appleford Parish Council and many other local authorities.

2. The serious noise nuisance arising from the road scheme will come on top of a major existing noise nuisance from various industrial activities at Appleford Sidings, which are the subject of ongoing investigations by the Environment Agency and VoWHDC.
3. The scheme is very vulnerable indeed to the major financial dangers associated with under-estimating and the ongoing high and unpredictable rates of inflation.
4. At a number of points, the way in which the scheme has been developed also renders it very vulnerable to the legal risks of quashing by the courts, at judicial review, on grounds of 'irrationality'.

Yours faithfully,

Ian Cook



CHARLIE HOPKINS

Planning & Environmental Consultant



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ch@charliehopkins.co.uk
www.charliehopkins.co.uk

PLANNING APPLICATION REF. NO. R3.0138/21 - HIF1.

NEIGHBOURING PARISH COUNCILS -JOINT COMMITTEE (NPC-JC) COMMENTS ON OFFICER'S REPORT TO PLANNING & REGULATORY COMMITTEE.

Introduction

1. We write to set out a number of serious concerns regarding the Officer's Report (OR) to the P&R Committee which was released to the public on 7th July 2023.
2. ORs are required to provide impartial, objective, reasoned advice to Planning Committees and avoid even the impression of bias. It is even more important that in circumstances where Local Planning Authorities (LPAs) are determining their own applications, as is the case here (see OR paras 3-5), that ORs exhibit these qualities. Regrettably, in this instance, the OR fails to meet these requirements.
3. This note sets out our concerns in summary form, and it is trusted that we will be afforded the opportunity of expanding fully on these matters at the Committee meeting.
4. From the outset the OR is defective. Members' attention is drawn to the fact that the proposed scheme is to be part-funded to the tune of circa £240m by central government (Homes England). (OR para.1)
5. In para 2 of the OR Members are advised that the availability of this funding *"provides a unique opportunity to secure the delivery of strategic infrastructure.....essential to mitigate the impacts of planned housing growth..."*.
6. In the same para however, Members are (quite properly) advised that financial considerations are not material considerations to be taken into account in the

determination of planning applications, and that Members should not take account of the availability of funds in their decision making.

7. The use of such terms as “unique opportunity” and “essential” are hardly appropriate to an OR, and cannot be remotely characterised as impartial, objective or reasoned. Furthermore, having drawn Members’ attention to an immaterial financial consideration they are then immediately advised to ignore such a fact.
8. Due to time constraints it has not been possible to fully address all of the key issues identified in the OR. It should not be inferred from that that we agree with the OR in respect of those key issues.

Referral to Secretary of State

9. Para 7 of the OR recommends approval of the scheme, subject to referral to the Secretary of State for consideration as to whether the application should be called-in for his own determination, without any explanation at all as to why this application requires referral to the Secretary of State. Members should have been advised at this stage that, from the time of the application being lodged it was regarded as a Departure application by the then Case Officer who concluded that it should be advertised as such due to part of the proposed development to the North of the Thames falling within the Oxford Green Belt where development is restricted and regarded as “inappropriate”.
10. The OR does not address Green Belt matters until para 275, treating the Green Belt on a par with other “key issues”, rather than as a matter of national significance and importance, which is the reason for a referral to the Secretary of State in the event of the application being approved. As the NPPF states at para 137 – *“The Government attaches great importance to Green Belts”*, so much so as to disapply the presumption in favour of sustainable development in Green Belts (see NPPF para 11 footnote 7)

Green Belt

11. The OR advice to Members on the Green Belt is confusing, contradictory and misleading.
12. The advice in the NPPF on the issue of Green Belts is perfectly clear: -" 147. *Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.*

148. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations."

13. The OR has concluded that the HIF1 application proposal constitutes inappropriate development in the Green Belt (para 284). As stated in para 9 above, the presumption in favour of sustainable development no longer applies and instead the applicant must show that very special circumstances exist which outweigh the harm due to inappropriateness and any other harm which may exist, if there is to be a grant of permission (NPPF para 148).
14. However, the OR in its Part 4 – Assessment and Conclusions section commences at Para 79 by quoting from the NPPF on "the presumption in favour of sustainable development" and continues throughout this Part by repeating this presumption. This is quite simply wrong in law. As stated above, the NPPF in fact confirms, at para 11d) i, footnote 7, that, amongst other designated areas, Green Belts are an asset of particular importance where the application of NPPF policies provide a clear reason for refusing development proposals.
15. The OR concedes at paras 293 and 284 that the proposed development constitutes inappropriate development in the Green Belt due to its harm to openness, its failure to assist in safeguarding the countryside from encroachment and its failure to preserve the setting and special character of historic towns. Consequently, it seeks to rely on the "very special circumstances" exemption required by para 147 of the NPPF.
16. These are set out in para 285 of the OR. Firstly, reliance on the "critical" need to address congestion. Although the term "critical" is referred to in inverted commas, there is no reference as to the source of this term.
17. In our submission there is nothing "very special" about congestion in extra-urban areas. It is in fact commonplace, especially during peak periods. As the LTCP points out (see pages 105-107), OCC recognises that new road schemes are not a sustainable long-term solution as evidence shows that they often generate new demand and quickly reach capacity again. As our expert evidence has shown in previous consultation responses, even with the shortcomings of OCC's traffic modelling, and

even with the scheme operational, by 2034 a number of major junctions across the network will be operating at overcapacity (i.e. they will be congested).

18. Further, the LTCP recognises that when road capacity is reduced or congested traffic can also be reduced through a range of behavioural changes, such as trip reassignment and modal shifts to more sustainable modes of transport.
19. The second very special circumstance relied on in the OR is that the land has been safeguarded for development in the SOLP and VOHWLP. We have addressed this point in previous consultation responses, but suffice it to say, there is nothing very special in land being safeguarded in Local Plans. It is commonplace in Local Plans.
20. The third very special circumstance referred to in para 285 covers a range of issues including unlocking the delivery of homes, the encouragement of modal shifts and the reduction of congestion. There is nothing very special about the fact that all LPAs have housing targets to meet set out in Local Plans, and that, as stated above, some local transport networks are congested.
21. The final very special circumstance relied on is that any new river crossing would have to encroach on the Green Belt. i.e. there is no alternative to the proposed scheme. We do not accept that there are no alternatives to the current proposal, and have stated so in previous consultation responses.
22. In summary, the scheme constitutes inappropriate development in the Green Belt, conflicts with the advice in the NPPF, Core Policy 13 of the VOWH P1 and SOLP Policy STRAT6.

The Principle of Development

23. The OR at para 94 states that as the land is safeguarded in both relevant Local Plans “strong support” should be afforded to the proposal as a matter of principle. Whilst the weight to be afforded is a matter of the exercise of planning judgement, that judgement should be exercised objectively, impartially and reasonably. We have already commented on these matters above and they are not repeated here.
24. Suffice to say, that although the land is safeguarded, there is no specific policy support for this particular scheme, given the numerous conflicts with adopted Local Plan Policies and the NPPF (particularly with respect to the Green Belt). Safeguarded land should be regarded and afforded the same weight as land identified for housing or employment uses in up-to-date plans. The VoWHL Part 1 was adopted as long ago as December 2016 and the SOLP although adopted in December 2020, and both are

post-dated by the latest iteration of the NPPF 2021 and the LTCP adopted in July 2022.

25. The proposal does not benefit from the presumption in favour of sustainable development due to the operation of NPPF para 11 d) i. footnote 7 as discussed above.
26. Accordingly, any principle of development should be afforded only very limited weight in consideration of this application.

Design and Layout

27. The section of the OR headed Design and Layout includes consideration of the Didcot Garden Town, the alignment of the Didcot to Culham component, Appleford sidings, the new river crossing, Culham Science Centre, noise barriers and lighting.
28. The OR acknowledges in para 106, in respect of the vision for the Garden Town, the new Science Bridge design is contrary to the NPPF, the Didcot Garden Town Delivery Plan (DGTDP) and Policy 16b of the VoWH Part 2.
29. Notwithstanding the consultation responses of SODC and VoWHDC officers on matters considered in this section of the OR, the OR appears to fail to report to Members the full extent of the District Councils' concerns on these matters. Their consultation responses are to be found in Annex 4 of the OR, commencing at page 125 and we would recommend that Members acquaint themselves with these responses.
30. In addition to that which is set out in the OR, the VoWHDC regards the design of the bridges (both Science Bridge and Thames crossing) as being contrary to paras 126, 130 and 131 of the NPPF, Core Policies 37 and 44 of the VoWHL P1 and the DGTDP (see OR page 125).
31. SODC's Officer describes the design of the bridges variously as "mediocre, uninspiring...disappointing...incongruous and intrusive" (para 67 page 138 OR)
32. Despite the views of the DCs professional officers however, on design matters the OR concludes that the scheme "is considered to be in accordance with development plan and national policies and guidance that seek to ensure high quality design." (OR para 133).

Access, Travel & Movement

33. We have had sight of Cllr Hicks' comments on the OR, dated 8th July 2023 with which we concur. He has particular concerns that the OR omits any reference to LTCP

Policy 36 (Road Schemes), misrepresents the LTCP's position on the requirement of road schemes and omits any reference to the headline targets of the LTCP to reduce private car trips by 1 in 4 by 2030. These are, in the context of a scheme for a new road, very surprising omissions, and lend further weight to our view that the OR, taken as a whole, fails to meet the requisite standards of objectivity, impartiality and reasonableness.

34. In addition to Cllr Hicks' comments we also set out below the comments of our expert traffic modeller on the OR. He states:

- Re Cycle and Pedestrian access – the design does seek to deliver segregation along the length of the scheme, notwithstanding this as noted in paragraph 102, the scheme notes that pedestrians and cyclists will be required to give way to vehicles. This could be a barrier to encouraging active travel and it is recommended that the scheme considers at junctions etc that priority is reversed.
- Didcot Garden Town has standing principles of delivering a quality environment that reduces car use, improves the environment and promotes green infrastructure. The scheme is not delivering infrastructure that promotes sustainable travel for buses. The County Council believe that the design reduces congestion therefore negates the need for bus priority. That said junctions around the route demonstrate that in 2034, traffic volumes will grow substantially as such the need for bus priority may need to be monitored over time to ensure delays are mitigated.
- Moreover, the Committee may need to consider if the scheme is doing enough to ensure that the principles of the Garden Town are being adhered to in respect of encouraging new sustainable development as noted in paragraph 110.
- The LTCP, as noted in paragraph 136, explains that Oxfordshire is seeking to achieve a net zero transport and travel system in the County. The justification for this scheme is to enable growth to take place. The key scheme objective should be that the options assessment is targeted to ensure all other options have been exhausted first;
- Current car dependence in Didcot sits at 66%, the Officer believes the scheme with mitigation measures could seek to reduce this, however this needs to be balanced against the results of the modelling and criticism of the District Councils and the Parish Councils concerned that the scheme does not facilitate public and active travel;

- It should be referenced around bus service and infrastructure improvements that are potentially delivered as a result of the works as noted in in paragraph 146, but as above, this should be squared against the results of the modelling.
 - The OR does not go into detail for the TDC’s decision as to why they consider that the modelling is robust, and as such it is recommended that the original arguments around induced demand and the network at certain junctions being oversaturated in 2034 remain valid;
 - The OR states that this is one part of wider strategy to mitigate the impact of development. This is not a material consideration as there is no funding or commitments to deliver these improvements;
 - Journey times will worsen in 2034 as a result of increased demand, this is justified in paragraph 153 as a result of facilitating new development;
 - Abingdon has not been modelled and it is noted that limited investment will take place here, save for traffic strategies around signal controls, this will make queuing more of a problem on the approaches to the town.
35. Our traffic expert emphasises that these comments are additional to those previously submitted by him by way of consultation responses by the NPC-JC, to which we would draw Members’ attention.
36. Even without factoring in the phenomenon of induced demand it is clear from the Paramics model that the proposed scheme will result in very substantial increases (approx. 42%) in travel by private car across the network. (See, for example, Appendix F of the Transport Assessment Part 4 page 63 – Tables 30-32).
37. The facilitation and enabling of such increases by the provision of new road capacity is wholly contrary to the NPPF and the newly adopted LTCP.

Air Quality

38. We have responded previously on this matter in consultation responses, We would draw Members’ attention to our submission dated 17th January 2023. Our concerns expressed there remain unaddressed.

Noise and Vibration

39. The OR acknowledges that the proposed development is contrary to Policies ENV11 and ENV12 of the SOLP, together with Policies 23, 24 and 25 of the VoWHL Part 2. The OR concludes that these harms should be weighed in the planning balance together with any other harms identified and set against any purported benefits of the scheme. However, the OR fails to report that the accuracy of the noise assessment has been challenged, by evidence that the severity and extent of the noise impacts is much larger than the assessment acknowledges. We would draw Members' attention to our submission dated 17th January 2023, on noise and the Environmental Statement.

Landscape and Trees

40. The OR acknowledges that the proposed development would be contrary to Policies ENV1 and ENV2 of the SOLP, Core Policy 44 of the VoWHL and the County Tree Policy for Oxfordshire in that the development would result in the loss of substantial numbers of trees, hedgerows and tree canopy (OR para 197). Such harm should be afforded very substantial weight in the planning balance.

41. Our landscape consultant has the following comments:

- The OR constantly seeks to downplay large significant impacts at Year 1 to minor/localised impacts in Y15, as tree planting matures. There is no meaningful explanation of why any given impact reduces or the extent to which the impact of tree planting can mitigate a very large engineering structure.
- In its assessment of impact on the Green Belt, the applicant now agrees (OR 282-284) that the landscape impact cannot be adequately mitigated to avoid significant harm to the openness of the Thames corridor and the landscape character around Clifton Hampden. This directly contradicts the assertion that harm reduces from significant to minor/localised, at least for the half of the route within the Green Belt.
- The OR generally lumps the Thames Path National Trail in with a number of other areas of significant adverse impact, when it should be treated individually as a major very large adverse impact on an asset of designated national importance. This puts it in the highest possible category of environmental impact other than 'international importance', which creates a very high bar against which to assess the balance of benefit versus harm.
- The OR makes very little mention of the impact of the squat viaduct over the gravel lakes just south of the Thames crossing. The impact was not considered in assessments

prior to 2018 as the gravel extraction was still operating. The retrospective assessments are totally unconvincing, since there was inevitable pressure to avoid contradicting previous assessments. The main lake has considerable value as a tranquil haven for biodiversity and quiet recreation in a wider area under considerable development pressure, the loss of which would be very regrettable and anything but visionary planning.

- The Appleford Sidings route and design are flatly unacceptable for their impact on local residents, and could have been avoidable with better route planning. Whilst the scheme has to be judged on its merits rather than the availability of preferable alternatives, the question has to be asked whether this was the only practicable option, since only then might it be concluded that it is unavoidable in spite of its high level of harm, because the road had to be where it is. The scheme is not acceptable on its merits because one of its greatest areas of impact was avoidable.

42. Additionally, significant weight should be afforded to the consultation responses of the Landscape Officers of SODC and the VoWHDC.(OR pages 126-127 para 11) It is reported:

“The submitted response to landscape comments shows a lack of willingness to include even otherwise unusable areas of land for planting to help with mitigation. This approach to landscape mitigation is reflected throughout the proposals, resulting in a scheme where the extent of mitigation appears to have been predominantly limited to the operational land take, rather than defined by an assessment of landscape and visual mitigation requirements.”

43. As stated, the OR seeks to downplay the various harms identified by suggesting that the development “would protect and enhance the landscape as far as is reasonably practicable” (OR para 204). Members are not advised that the greatest loss of trees and harm to landscape occurs within the Green Belt between Culham and Clifton Hampden.

44. Neither ENV1, ENV2 of the SOLP nor Core Policy 44 of the VoWHLP make any reference whatsoever to a “reasonably practicable” qualification of harm. It is perfectly clear that the proposal would fail to protect or enhance the landscape. This is a further example of the OR failing to advise Members fully on very important matters of policy and is highly misleading.

Biodiversity

45. As with its treatment of Landscape and Trees, the OR seeks to downplay the adverse impacts that the scheme will have on biodiversity. OCC produced in November 2022 an Oxfordshire Climate and Natural Environment Policy Statement, which seeks to achieve a 20% Biodiversity Net Gain (BNG) in respect of development proposals. (OR para 208). This should be regarded as a material consideration in consideration of this proposal.
46. Further, when the Environment Act 2021 comes into force a minimum 10% BNG will be required. Para 174 of the NPPF requires measurable BNG. The Wildlife Trust continues to maintain an objection to this scheme.
47. The OR recognises “some impacts on biodiversity” (OR para218), without advising that these impacts will be adverse, but suggests that these could (not would) be avoided or reduced or mitigated by way of planning conditions. Whilst the use of planning conditions are a perfectly acceptable means of mitigating adverse impacts, in this instance Members do not have the benefit of being able to consider draft conditions, as none have been submitted in the OR for consideration.
48. The OR further advises that prior to the first operational use of the new road that an updated BNG Assessment be submitted demonstrating a minimum 10% BNG. (OR para 218). This is wholly unacceptable. It is quite inconceivable that in circumstances where a new road has been built out, that its use would be effectively stopped in the event of a 10% BNG not having been achieved.
49. Para 56 of the NPPF advises that planning conditions should be enforceable and precise, and that where they are to be used they should be agreed early in the planning process. Pre-commencement conditions should be avoided without clear justification. Annex 1 to the OR sets out proposed conditions, the greater part of which appear to be pre-commencement conditions.
50. Members do not have the benefit of fully drafted or agreed conditions, simply an outline of conditions proposed. The OR’s treatment and approach to planning conditions represents a further conflict with the requirements of the NPPF.

Climate Change

51. In respect of concerns in relation to Climate Change Members are referred to our previous consultation responses, together with those of Oxford FoE.

52. The OR (paras 231-232) makes reference to the Climate Change Commission (CCC) Report which was published in June 2023 which was after our last consultation response and this Report warrants comment.
53. The OR fails to report to Members significant findings of the CCC which are highly relevant to this proposal. The CCC Report notes “Surface transport remains the UK’s highest emitting sector, contributing 23% (105MtCO₂e) of total emissions in the UK. It expresses concerns that carbon savings from plug-in hybrid vehicles (PHEVs) are three to five times lower in the real world than previously assumed and also questions the commitment to achieving modal shifts (page 108). It further states that road transport demand in 2022 is around 5% below pre-pandemic levels and could represent a new “steady state” (page 113). This new base level has, of course, not been taken into account in the traffic model.
54. The CCC also states that “measures to limit growth in road traffic are also crucial for decarbonising transport (page 113), and that “without policy action to embed a reduction in the need to travel by car or grow the availability and attractiveness of alternative lower-carbon modes, traffic is likely to increase beyond the CCC’s pathway.” (page 113) In stark terms, carbon reduction targets will not be achieved unless travel by private car is significantly reduced.
55. The analysis in the OR is severely flawed for the following reasons.
- i. The most important flaw, which invalidates the OR’s conclusions on climate change, is that the OR’s assessment assumes that there will be as much traffic if the HIF1 scheme was built compared to if it was not built. This flaw has been confirmed by Professor Phil Goodwin, emeritus Professor of Transport Policy at UCL. If, instead of assuming, without evidence, (as the OR does) that no additional traffic would be generated, and that carbon emissions for HIF1 would be comparable to actual emissions from historically delivered road schemes, operational emissions for the HIF1 would be much higher than admitted at around 359ktCO₂e.
 - ii. The OR fails to report CCCs conclusion that the passive provision of active travel infrastructure is insufficient to encourage a reduction in car travel and a shift towards active travel. Research shows that the most effective interventions include congestion charges, limiting access by car to certain areas, and parking control, i.e. measures that increase the cost and reduce the convenience of car travel. The Climate Change Committee recognises this, and recommends measures to reduce

car demand. Instead of these, the HIF1 scheme makes it more convenient to get around by car.

56. The OR fails to advise Members on specific policies in the LTCP to which significant weight should be afforded. These include the headline target of replacing or removing 1 out of every 4 current car trips in Oxfordshire by 2030 and delivering a net-zero transport network with 1 out of every 3 car trips reduced or removed by 2040. LTCP Policy 36 is of particular relevance, and as Cllr Hicks has pointed out, the OR fails to refer to it, misrepresents LTCP policy and omits any reference to car reduction targets.
57. The OR summary on Climate Change (para 243) makes no mention of the LTCP whatsoever, and the assertion that this scheme would lead to an overall carbon saving is wholly unsupported by the evidence. As such, this proposal conflicts with the LTCP, the NPPF, DES7 and DES8 of the SOLP and Core Policies 37, 40 and 43 of the VoWHLP Part 1.

Water Quality & Pollution

58. The proposed scheme can only be made policy compliant through the adoption of a tranche of planning conditions. Our comments on the OR's suggested use of conditions are set out above, and not repeated here.

Historic Environment

59. The OR acknowledges that the scheme will cause harm to a number of cultural heritage assets, and advises that these harms need to be balanced against any public benefits that flow from the proposed development. These assets include a Scheduled Monument, Grade I Nuneham Courtenay Registered Park and Garden and Conservation Area and Clifton Hampden's Conservation Area.

Impact on Agricultural Land

60. There is a general policy requirement to avoid the loss of Best and Most Versatile (BMV) agricultural land, reflected in the NPPF, Policy DES7 of the SOLP and Core Policy 43 of the VoWHLP Part 1. The OR (para 302) states that this development will

result in the permanent loss of 39.4ha of BMV land, and that this loss is both “significant and harmful” (OR para 304).

61. Significant weight should be applied to this loss, yet the OR advises that it would be acceptable due to the fact that OCC has sought to avoid such loss, albeit unsuccessfully, and that there are no alternative options available. (OR para 305)

Other Matters

62. The OR paras 323 and 324 addresses our previous response that no Health Impact Assessment (HIA) has been submitted by OCC as explicitly required by LTCP Policy 9, stating that the ES provides sufficient information for such an assessment to be made.
63. Policy 9 of the LTCP refers to the requirement for an HIA to be submitted for “larger-scale infrastructure proposals”. Given that most, if not all, larger scale infrastructure proposals will be regarded as EIA development, an ES would need to be submitted in any event. The only reasonable interpretation of Policy 9 is that an HIA is required in addition to an ES, and that an ES cannot be regarded as a substitute for an HIA. The policy requirement of Policy 9 of the LTCP remains unmet.
64. The OR at para 325, misunderstands our previous response referring to a recent CPO Inspector’s Report. We are fully aware that the CPO process is separate from the planning process, but the findings of the Inspector in respect of viability and deliverability are equally relevant to the planning process. Our previous comment is not that there is a risk of CPOs not being confirmed (although that is the case), but that the proposed scheme as detailed in this full application runs the risk of not being fully delivered due to economic uncertainties at a local and national level.

Overall Conclusion & Planning Balance

65. The concluding section of the OR is highly unsatisfactory. The only policy conflicts recognised are in respect of noise (see OR para 336), despite the numerous policy conflicts identified by the professional officers of SODC and the VoWHDC, other statutory and non-statutory consultees and those conflicts set out above and in our previous consultation responses.

66. Members are not advised on the weight and significance to be afforded to those conflicts, and mis-advised as to the operation of para 11 of the NPPF. The concluding section makes no mention at all of the recently adopted LTCP.

67. The reasons for refusing this application are overwhelming and for all the reasons set out above and previously submitted this application should be refused.

Submitted on behalf of the NPC-JC

Charlie Hopkins MA (Oxon) PG Dip Law

Solicitor (non-practicing)

Planning & Environmental Consultant

12 July 2023

Periam, David - Oxfordshire County Council

From: Periam, David - Oxfordshire County Council
Sent: 15 July 2023 16:10
To: Periam, David - Oxfordshire County Council
Subject: FW: NUMEROUS OBJECTIONS TO HIF1 ROAD SCHEME

From: Monks, Shannon - Oxfordshire County Council <Shannon.Monks@Oxfordshire.gov.uk> **On Behalf Of** Wileman, Rachel - Oxfordshire County Council
Sent: 12 July 2023 16:52
To: Periam, David - Oxfordshire County Council <David.Periam@Oxfordshire.gov.uk>; Perrins, Nicholas - Oxfordshire County Council <Nicholas.Perrins@Oxfordshire.gov.uk>
Subject: FW: NUMEROUS OBJECTIONS TO HIF1 ROAD SCHEME

Shannon Monks
Team Leader – Business Support
Planning Environment and Climate Change
Environment and Place | Oxfordshire County Council | County Hall | New Road | Oxford | OX1 1ND |
shannon.monks@oxfordshire.gov.uk
www.oxfordshire.gov.uk



From: [REDACTED]
Sent: 12 July 2023 16:18
To: Wileman, Rachel - Oxfordshire County Council <Rachel.Wileman@Oxfordshire.gov.uk>; Cllr Robin Bennett <Robin.Bennett@Oxfordshire.gov.uk>; Cllr Felix Bloomfield <Felix.Bloomfield@Oxfordshire.gov.uk>; Cllr Yvonne Constance <Yvonne.Constance@Oxfordshire.gov.uk>; Cllr ImadeUzoma Edosomwan <ImadeUzoma.Edosomwan@Oxfordshire.gov.uk>; Cllr Mohamed Fadlalla <Mohamed.Fadlalla@Oxfordshire.gov.uk>; Cllr Stefan Gawrysiak <Stefan.Gawrysiak@Oxfordshire.gov.uk>; Cllr Judy Roberts <Judy.Roberts@Oxfordshire.gov.uk>; Cllr David Rouane <David.Rouane@Oxfordshire.gov.uk>; Cllr Geoff Saul <Geoff.Saul@Oxfordshire.gov.uk>; Cllr Les Sibley <Les.Sibley@Oxfordshire.gov.uk>; Cllr Ian Snowdon <Ian.Snowdon@Oxfordshire.gov.uk>; Cllr Richard Webber <Richard.Webber@Oxfordshire.gov.uk>
Subject: NUMEROUS OBJECTIONS TO HIF1 ROAD SCHEME

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Dear OCC Planners and Councillors,

I am a long-time Appleford resident who has been directly involved in difficult meetings with OCC Planners in recent years.

There are many serious objections to this proposed but destructive road scheme, which have been raised repeatedly for OCC's attention by Appleford and Neighbouring Parish Councils, to little effect. I raise just a few below.

OCC recognises that HIF1 would have significant adverse effects on Appleford, in terms of arterial traffic noise, air pollution and visual intrusion. It seems incomprehensible that OCC would deliberately cause major and permanent damage to our peaceful and historic village.

HIF1 would also lead inevitably to major traffic congestion and disruption for neighbouring villages and towns. OCC's traffic modelling has always been seriously flawed since it was first presented to us by an OCC Planner, as being a road to support local housing rather than a major arterial road between the A34 and the M40 with hundreds of Heavy Goods Vehicles passing every day. HIF1 conflicts with OCC's own Local Transport and Connectivity Plan, which states "it is NOT a sustainable solution for Oxfordshire's transport network". It also conflicts with the National Planning Policy Framework and the DoT's Transport Analysis Guidance. To quote Parkinson's Law: "traffic expands to fill the road space available".

The environmental damage caused by HIF1 would be enormous, potentially generating over 500,000 tons of CO2 just for construction, together with massive on-going pollution. This would be directly contrary to OCC's stated policies on Climate Change and Net Zero, and contrary to legally-binding national targets for significant reductions in carbon emissions. This also seems incomprehensible in the context of weather-driven disasters which are being reported day-by-day around the world, and which are linked by climate scientists at least partially to global warming caused by emissions.

The financial risks of HIF1 to OCC's budget must be clearly visible, given its potential cost (£300-400 million?), its intrinsic high-risk nature, inflation and labour shortages, and the high likelihood of construction delays. This scheme is a massive misuse of public resources, and should be rejected in favour of cost-effective alternatives which have actually been properly investigated and justified.

My overall question to Planners and Councillors is therefore: why is OCC so determined to persist with such a destructive, flawed and risky scheme? Is it simply because the previous OCC administration signed a punitive contract before any proper analysis, costing or public consultation had been performed, or is it because OCC is simply determined to ignore the many serious and justifiable objections which have been raised repeatedly?

May I therefore conclude by urging every member of the Planning Committee to REJECT the HIF1 scheme. You have the power to do that - for example, the Planning Committee voted unanimously, a few years ago, to reject the similarly-flawed Clifton Hampden Quarry application on two separate occasions, when the Committee heard from the Bachport Campaign and from OCC's own Strategic Traffic Planners about the destructive nature of the applications.

Please support the Oxfordshire environment and the rights of Oxfordshire residents again, by REJECTING HIF1. Thank you.

Yours truly,

Mr Alan Oldfield - [REDACTED]

Sent with [Proton Mail](#) secure email.

Periam, David - Oxfordshire County Council

From: Monks, Shannon - Oxfordshire County Council on behalf of Wileman, Rachel - Oxfordshire County Council
Sent: 14 July 2023 08:01
To: Perrins, Nicholas - Oxfordshire County Council; Periam, David - Oxfordshire County Council
Subject: FW: Objections to HIF1 Road Scheme

Shannon Monks
Team Leader – Business Support
Planning Environment and Climate Change
Environment and Place | Oxfordshire County Council | County Hall | New Road | Oxford | OX1 1ND |
shannon.monks@oxfordshire.gov.uk
www.oxfordshire.gov.uk



From: Sandy Oldfield [REDACTED]
Sent: 13 July 2023 21:58
To: Wileman, Rachel - Oxfordshire County Council <Rachel.Wileman@Oxfordshire.gov.uk>; Cllr Robin Bennett <Robin.Bennett@Oxfordshire.gov.uk>; Cllr Felix Bloomfield <Felix.Bloomfield@Oxfordshire.gov.uk>; Cllr Yvonne Constance <Yvonne.Constance@Oxfordshire.gov.uk>; Cllr ImadeUzoma Edosomwan <ImadeUzoma.Edosomwan@Oxfordshire.gov.uk>; Cllr Mohamed Fadlalla <Mohamed.Fadlalla@Oxfordshire.gov.uk>; Cllr Stefan Gawrysiak <Stefan.Gawrysiak@Oxfordshire.gov.uk>; Cllr Judy Roberts <Judy.Roberts@Oxfordshire.gov.uk>; Cllr David Rouane <David.Rouane@Oxfordshire.gov.uk>; Cllr Geoff Saul <Geoff.Saul@Oxfordshire.gov.uk>; Cllr Les Sibley <Les.Sibley@Oxfordshire.gov.uk>; Cllr Ian Snowdon <Ian.Snowdon@Oxfordshire.gov.uk>; Cllr Richard Webber <Richard.Webber@Oxfordshire.gov.uk>
Subject: Objections to HIF1 Road Scheme

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Dear Ms Wileman and Planning Committee Members,

I understand that the County Council Planning Committee will be meeting on Monday 17th July to vote on the HIF1 Road Scheme. As a resident of Appleford, I am writing to express my strong objections to this harmful scheme. I have outlined below the key reasons underlying my objections, which I consider provide strong grounds for rejecting this scheme.

Firstly, I am very concerned about the negative impact on the environment, and associated consequences for public health and wellbeing. Construction of the road scheme alone will generate at least 500,000 tonnes of CO2, which would contravene OCC's own commitment to achieve net zero carbon emissions. In addition, the data modelling of traffic volumes and expected levels of noise and air pollution has been faulty, and they will be much worse than predicted. For example, in Appleford, OCC estimates of likely noise levels have excluded existing noise from the mainline rail, the waste tip and Appleford Sidings.

Secondly, the road scheme is contrary to Oxfordshire's Local Transport and Connectivity Plan to reduce car usage. OCC's own Local Transport and Connectivity Plan (LTCP) states, "*We have found that road schemes often generate new demand and quickly reach capacity again. It is therefore not a sustainable long term solution for Oxfordshire's transport network.*" Therefore, why is this road scheme now being put forward? Alternative solutions to local transport needs should be considered seriously.

Finally, in light of the current economic climate and labour shortages, the scheme will be significantly more costly than predicted, making it difficult to justify this scheme's expenditure to taxpayers.

Therefore, I strongly urge you to REJECT the HIF1 road scheme.

Sincerely,

Dr Sandra Oldfield



Periam, David - Oxfordshire County Council

From: Wileman, Rachel - Oxfordshire County Council
Sent: 14 July 2023 13:49
To: Perrins, Nicholas - Oxfordshire County Council; Periam, David - Oxfordshire County Council
Subject: FW: HIF1 Relief Road

Another one for the addendum

Thanks
Rachel

From: Julianmwade [REDACTED]
Sent: 14 July 2023 13:42
To: Wileman, Rachel - Oxfordshire County Council <Rachel.Wileman@Oxfordshire.gov.uk>
Cc: Cllr Geoff Saul <Geoff.Saul@Oxfordshire.gov.uk>; Cllr Richard Webber <Richard.Webber@Oxfordshire.gov.uk>
Subject: HIF1 Relief Road

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Dear Madam,

I am writing to express my concerns with the proposed application to build this relief road between Didcot and the B4014 near Clifton Hampden.

As a resident of [REDACTED] Appleford I am very worried about the impact of this project should it go ahead. Many issues are of concern including the proximity of this road and proposed flyover at Appleford sidings, the visual impact, the noise and air pollution, together with the inevitable affect on property values in the village. We are already blighted by high noise levels from the rail line, movements in and out of the landfill and freight movements in and out of the sidings, together with increased noise from the unloading at this site for extended periods of the day.

I ask you to reconsider this application, and either dismiss it completely or look for an alternative solution with a more favourable route between Appleford and Sutton Courtenay villages which removes its proximity to our village.

Local residents will suffer for years to come should this road be built.

Thank you for your consideration.

Regards
Julian Wade



Periam, David - Oxfordshire County Council

From: Wileman, Rachel - Oxfordshire County Council
Sent: 14 July 2023 16:40
To: Periam, David - Oxfordshire County Council; Perrins, Nicholas - Oxfordshire County Council
Subject: FW: Planning Application for Didcot Garden Town and HIF1 scheme

-----Original Message-----

From: Frances Reid [REDACTED]
Sent: 14 July 2023 16:18
To: Wileman, Rachel - Oxfordshire County Council <Rachel.Wileman@Oxfordshire.gov.uk>; Cllr Geoff Saul <Geoff.Saul@Oxfordshire.gov.uk>
Cc: Cllr Richard Webber <Richard.Webber@Oxfordshire.gov.uk>
Subject: Planning Application for Didcot Garden Town and HIF1 scheme

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Yet again I feel I must voice my concerns and objections regarding the proposed HIF1 road. This road, with all its problems of noise and air pollution is not in alignment with Oxfordshire County Councils declared Climate Policy.

My village of Appleford is already subjected to noise problems, made worse by the prevailing wind direction, which appear to have been ignored when planning this new road.

On top of this, we were originally assured that the road would take the traffic away from our village. Far from it! Looking at the plans, it would seem that Appleford would become a rat run to get to the new road for the vehicles from all the new houses being built nearby.

This road will affect not just the 19 houses mentioned in the report, but the whole western flank of the village. The effect will be both physical and mental.

Please consider this carefully.

Regards,
Frances Reid.

Sent from my iPad



Periam, David - Oxfordshire County Council

From: Monks, Shannon - Oxfordshire County Council on behalf of Wileman, Rachel - Oxfordshire County Council
Sent: 13 July 2023 14:49
To: Periam, David - Oxfordshire County Council; Perrins, Nicholas - Oxfordshire County Council
Subject: FW: HIF1 Object

Shannon Monks
Team Leader – Business Support
Planning Environment and Climate Change
Environment and Place | Oxfordshire County Council | County Hall | New Road | Oxford | OX1 1ND |
shannon.monks@oxfordshire.gov.uk
www.oxfordshire.gov.uk



From: Dave Ashby [REDACTED]
Sent: 13 July 2023 14:33
To: Wileman, Rachel - Oxfordshire County Council <Rachel.Wileman@Oxfordshire.gov.uk>; Cllr Geoff Saul <Geoff.Saul@Oxfordshire.gov.uk>; Cllr Richard Webber <Richard.Webber@Oxfordshire.gov.uk>
Subject: HIF1 Object

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Good afternoon

On July 17th, 2023, Oxfordshire County Council will deliberate on whether to grant planning permission for the construction of the "HIF1" road, including the flyover at Appleford sidings. a decision I believe they have already made from recent actions.

Whilst acknowledging the significant adverse effect the proposed road's noise will have on the residents of Appleford, particularly those residing along Main Road and in Chambrai Close, OCC faces the decision of **knowingly** inflicting permanent noise damage upon Appleford in exchange for a new trunk road from the A34 at Didcot. Despite presenting evidence to the Oxfordshire

County Council that an alternative route exists, they have chosen not to consider it. In reality, the noise damage to Appleford is likely to be far greater than anticipated by the Council. The noise investigation pertaining to the road has excluded the existing noise from the mainline railway between Didcot and Oxford, the tip, and Appleford Sidings. Why has that been excluded? I assume to make the impact figures look more appealing. The bridge over the sidings and the elevated road poses specific additional risks of generating excessive noise, which have not been thoroughly examined either.

In addition to the high noise levels, there is an increased risk of air pollution in Appleford due to the elevated road, along with a significant visual intrusion (with the road being elevated 11 meters above garden level), further compromising the well-being of residents.

It seems painfully obvious to me that despite all objections OCC will push ahead with a road scheme that will exceed budgets by some considerable margin thereby leading to increased council taxes to meet the shortfall. It will impact the lives of hundreds of Oxfordshire residents at a time OCC pushes LTNs in Oxford to reduce noise and improve air quality for its residents. Are OCC only interested in the quality of life for Oxford residents? The plans fail to take account of the number of accidents on the A34 and the impact that traffic will have during those times as all that additional traffic will no doubt try to use this new road for relief or maybe they have and that is part of the agenda. This road won't reduce traffic in Oxfordshire it will increase it. We need to seek greener options and better public transport links before we add yet more roads.

My reasons to object are obvious Noise impact, Health concerns over pollution, Increased Council tax to fill the void. Other less impacting solutions available.

Thanks for your time

Kind regards

David Ashby

David Ashby



Periam, David - Oxfordshire County Council

From: Wileman, Rachel - Oxfordshire County Council
Sent: 12 July 2023 18:54
To: Periam, David - Oxfordshire County Council; Perrins, Nicholas - Oxfordshire County Council
Subject: Fwd: HIF1 Objection

From: Jerome Pearce [redacted]
Sent: Wednesday, July 12, 2023 5:54:16 PM
To: Wileman, Rachel - Oxfordshire County Council <Rachel.Wileman@Oxfordshire.gov.uk>; Cllr Geoff Saul <Geoff.Saul@Oxfordshire.gov.uk>; Cllr Richard Webber <Richard.Webber@Oxfordshire.gov.uk>
Subject: HIF1 Objection

You don't often get email from jeromepearcegardener@gmail.com. [Learn why this is important](#)

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Dear Rachel, Geoff and Richard,

I write to you to express my deep concerns over the proposed HIF1 road project in Oxfordshire.

We all understand the need for infrastructure but this project is a retrograde step. Not unlike solving the energy crisis by re-opening coal fired power stations.

More roads bring more traffic, that is a fact pure and simple.

I also have deep concerns over yet more houses being built in the area (3000 between Appleford and Sutton Courtney!?) and this being the rationale behind OCC's desperation in forcing this project through.

We need forward thinking innovative solutions to our transport requirements that fit the necessity to de-carbonize and protect our fragile natural environment. Not more roads.

In a time of rampant inflation, a massive labour shortage (particularly in the skilled workforce) and an economic black hole of some £55 billion this is folly. The proposed figure of £300 million to complete, a fiction. Please search deep into the annals of big civil engineering projects and tell me of one that has come in, on time and on budget.

The stark reality is, if begun this will be a disaster both financially and environmentally and it will be the communities who have fought this tooth and nail for years who will end up picking up the cost.

Our communities are pleading for you all to see sense and stop this whilst you can. Admit the global situation has changed so much since the initial proposal was tabled that it is now redundant. Let's think of the 21st century solution for the Vale of Science's needs and do something we can all take pride in, not have to endure.

Yours faithfully,

Jerome Pearce and Tiffany Cameron

Periam, David - Oxfordshire County Council

From: Monks, Shannon - Oxfordshire County Council on behalf of Wileman, Rachel - Oxfordshire County Council
Sent: 14 July 2023 08:01
To: Perrins, Nicholas - Oxfordshire County Council; Periam, David - Oxfordshire County Council
Subject: FW: HIF1 (R3.0138/21)

Shannon Monks
Team Leader – Business Support
Planning Environment and Climate Change
Environment and Place | Oxfordshire County Council | County Hall | New Road | Oxford | OX1 1ND |
shannon.monks@oxfordshire.gov.uk
www.oxfordshire.gov.uk



From: Steve Flinders [REDACTED]
Sent: 13 July 2023 16:31
To: Wileman, Rachel - Oxfordshire County Council <Rachel.Wileman@Oxfordshire.gov.uk>
Subject: Fwd: HIF1 (R3.0138/21)

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Sent from my iPhone

Begin forwarded message:

From: Steve Flinders [REDACTED]
To: planning@oxfordshire.gov.uk
Subject: HIF1 (R3.0138/21)

Dear Ms Wileman

Having written to you in the past about the reasons why the HIF1 is a bad idea , I feel that I should remind you that the planning departments decisions will be badly judged by history.

When Hanson have finished extracting all they can from the land and have left the Sutton Courtney site, the rail tracks will all be ripped up and future generations will wonder why on earth there is an 8metre high flyover blighting the countryside . They will look at a road built across gravel pits and puzzle why it wasn't built 50m away on flat dry land, they will wonder who wanted to isolate Appleford so much that they designed a junction on the road that made it dangerous to travel towards Abingdon.

All these questions and more will be asked by future Oxfordshire residents and the only answer the planning dept will be able to give is , we had to build an A34 relief road and this was the best we could come up with.

I hope the planners can live with their judgement , because once it's built it's there forever.

Steve Flinders, [REDACTED]

Sent from my iPhone

Periam, David - Oxfordshire County Council

From: Monks, Shannon - Oxfordshire County Council on behalf of Wileman, Rachel - Oxfordshire County Council
Sent: 12 July 2023 16:52
To: Periam, David - Oxfordshire County Council; Perrins, Nicholas - Oxfordshire County Council
Subject: FW: HIF1 Road scheme Planning Committee 17 July 2023

Shannon Monks
Team Leader – Business Support
Planning Environment and Climate Change
Environment and Place | Oxfordshire County Council | County Hall | New Road | Oxford | OX1 1ND |
shannon.monks@oxfordshire.gov.uk
www.oxfordshire.gov.uk



From: Adrian Wear [REDACTED]
Sent: 12 July 2023 16:13
To: Wileman, Rachel - Oxfordshire County Council <Rachel.Wileman@Oxfordshire.gov.uk>; Cllr Robin Bennett <Robin.Bennett@Oxfordshire.gov.uk>; Cllr Felix Bloomfield <Felix.Bloomfield@Oxfordshire.gov.uk>; Cllr Yvonne Constance <Yvonne.Constance@Oxfordshire.gov.uk>; Cllr ImadeUzoma Edosomwan <ImadeUzoma.Edosomwan@Oxfordshire.gov.uk>; Cllr Mohamed Fadlalla <Mohamed.Fadlalla@Oxfordshire.gov.uk>; Cllr Stefan Gawrysiak <Stefan.Gawrysiak@Oxfordshire.gov.uk>; Cllr Judy Roberts <Judy.Roberts@Oxfordshire.gov.uk>; Cllr David Rouane <David.Rouane@Oxfordshire.gov.uk>; Cllr Geoff Saul <Geoff.Saul@Oxfordshire.gov.uk>; Cllr Les Sibley <Les.Sibley@Oxfordshire.gov.uk>; Cllr Ian Snowdon <Ian.Snowdon@Oxfordshire.gov.uk>; Cllr Richard Webber <Richard.Webber@Oxfordshire.gov.uk>
Subject: HIF1 Road scheme Planning Committee 17 July 2023

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HIF1 Road scheme Planning Committee 17 July 2023

Dear Councillors

I write to express my opposition to the plan for the new HIF1 Road on the grounds that this plan:

1. Undermines Oxfordshire County Council's (OCC's) net-zero commitments
2. Undermines OCC's transport commitments
3. Will cause unacceptable damage to the natural environment
4. Is a risky financial gamble with public funds
5. Will not solve rush-hour traffic congestion
6. Will have a detrimental impact on residents in terms of noise and pollution

The OCC Local Transport Plan regarding new roads states:-

"We have found that road schemes often generate new demand and quickly reach capacity again. It is therefore not a sustainable long-term solution for Oxfordshire's transport network."

Furthermore, it states that new roads should only be considered "in exceptional circumstances"

The extra traffic generated by this road will add to congestion, pollution and undermine OCC's own targets for delivering a zero-carbon transport system through its Local Transport and Connectivity Plan (LTCP). In the LTCP you aim to replace or remove 1 out of every 4 current car trips by 2030 and 1 out of every 3 trips by 2040. This 'infrastructure funding' could be spent on better bus or train services, or supporting safer cycling and walking, yet OCC have chosen this road with almost no discussion of alternatives.

Construction of this road scheme would generate at least 500,000 tonnes of CO2: OCC's own operations cause about 13,000 tonnes a year. This will completely undermine OCC's commitment to reaching Net Zero.

The LTCP sets out a number of policies, one of which requires the carbon emissions from potential transport schemes to be quantified and compared against Oxfordshire's 'carbon budget'. To date, OCC has not accurately quantified the emissions likely to result from the HIF1 scheme, and therefore has not been able to do this. OCC commissioned consultancy firm AECOM to appraise the HIF1 scheme in 2021. However, questions have been raised about inaccuracies and gaps in AECOM's assessment. Oxford Friends of the Earth commissioned an economist to fill the research gaps their research shows how the HIF1 scheme:

- is financially very risky
- won't solve road congestion (and could make it worse) and
- directly undermines local transport plans and net-zero goals.

There has been no proper consideration for the environmental consequences, the impact on residents from noise and pollution and the costs of the scheme.

Based on the above I must ask:-

- Why then is the County Council supporting this plan given that it is not a solution?
- Why is the Council doing so much damage to its' climate plan?

- Why is OCC ignoring alternatives and its own LTCP?

- Why has OCC not undertaken work to quantify and compare the carbon emissions from this scheme against Oxfordshire's carbon budget?

- What compensation will be paid to residents who as a result of this road will suffer noise and pollution?

This road scheme needs to be refused and alternative need to be looked at which are better for the environment and residents.

Yours
Adrian Wear

Periam, David - Oxfordshire County Council

From: Monks, Shannon - Oxfordshire County Council on behalf of Wileman, Rachel - Oxfordshire County Council
Sent: 13 July 2023 10:56
To: Perrins, Nicholas - Oxfordshire County Council; Periam, David - Oxfordshire County Council
Subject: FW: Appleford HIFI Concerns.

Shannon Monks
Team Leader – Business Support
Planning Environment and Climate Change
Environment and Place | Oxfordshire County Council | County Hall | New Road | Oxford | OX1 1ND |
shannon.monks@oxfordshire.gov.uk
www.oxfordshire.gov.uk



From: Jeremy Newton-Mold [REDACTED]
Sent: 13 July 2023 10:51
To: Wileman, Rachel - Oxfordshire County Council <Rachel.Wileman@Oxfordshire.gov.uk>
Subject: Appleford HIFI Concerns.

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Dear Sir/Madam,

Please place on record my objection to the proposed HIFI project, which if passed will cause terminal damage to the village of Appleford.

- 1/ Increased traffic close to the village,
- 2/ Unacceptable noise levels for residents.
- 3/ Air pollution.
- 4/ Visual intrusion from the flyover.
- 5/ Unacceptable cost burden for the local population.

OCC should consider alternative cost effective solutions to the traffic problems caused by the A34.

Respectfully.

Jeremy

Jeremy Newton-Mold.

Periam, David - Oxfordshire County Council

From: Wileman, Rachel - Oxfordshire County Council
Sent: 18 July 2023 07:59
To: Cotton, Bill - Oxfordshire County Council; Perrins, Nicholas - Oxfordshire County Council; Periam, David - Oxfordshire County Council
Subject: Fwd: HIF1 Further objection

From: Jerome Pearce [redacted]
Sent: Tuesday, July 18, 2023 7:56:58 AM
To: Cllr Richard Webber <Richard.Webber@Oxfordshire.gov.uk>; Wileman, Rachel - Oxfordshire County Council <Rachel.Wileman@Oxfordshire.gov.uk>; Cllr Geoff Saul <Geoff.Saul@Oxfordshire.gov.uk>; Cllr Robin Bennett <Robin.Bennett@Oxfordshire.gov.uk>; Cllr Yvonne Constance <Yvonne.Constance@Oxfordshire.gov.uk>; Cllr ImadeUzoma Edosomwan <ImadeUzoma.Edosomwan@Oxfordshire.gov.uk>; Cllr Mohamed Fadlalla <Mohamed.Fadlalla@Oxfordshire.gov.uk>; Cllr Judy Roberts <Judy.Roberts@Oxfordshire.gov.uk>; Cllr Ian Middleton <Ian.Middleton@Oxfordshire.gov.uk>; Cllr John Howson <John.Howson@Oxfordshire.gov.uk>
Subject: HIF1 Further objection

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Dear all,

Having watched the piece on BBC news yesterday I can see clearly the valid concerns of residents of Appleford, Sutton Courtenay, Culham, Burcot and Clifton Hampden, Nuneham Courtenay, and East Hendred of the impact of HIF1 are shared by many knowledgeable people.

These include:

- Testimony from 24 people validating our deep concerns
- Experienced retired Planning Officers and Planning inspectors gave compelling testimony for the rejection of HIF1
- The Environmental Impact Statement is flawed and unreliable.
- a Health Impact Assessment has not been carried out
- The evidence that this is a risky and unsuitable scheme is clear.
- If you approve this scheme you are ensuring in car dependency and care usage for a 100 years.
- The climate emergency is happening now, you must act to STOP THIS ROAD!

BE THE ONES WHO ARE REMEMBERED FOR ACTING WITH COURAGE TO STOP THIS, not chastised by the people you serve for approving this deeply flawed project.

We are the vale of science, we have the chance to lead the country in finding an integrated transport system fit for the next 100 years.

Yours with hope,

Jerome Pearce and Tiffany Cameron

Periam, David - Oxfordshire County Council

From: Wileman, Rachel - Oxfordshire County Council
Sent: 17 July 2023 06:14
To: Perrins, Nicholas - Oxfordshire County Council; Periam, David - Oxfordshire County Council
Subject: Fwd: Objection to OCC self-granting permission for build the to build the "HIF1" road

Another one for committee and the addendum if possible.

Thanks
Rachel

From: DDanaila [REDACTED]
Sent: Sunday, July 16, 2023 8:57:34 PM
To: Wileman, Rachel - Oxfordshire County Council <Rachel.Wileman@Oxfordshire.gov.uk>
Cc: Cllr Geoff Saul <Geoff.Saul@Oxfordshire.gov.uk>; Cllr Richard Webber <Richard.Webber@Oxfordshire.gov.uk>
Subject: Objection to OCC self-granting permission for build the to build the "HIF1" road

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Dear Counsellors,

I am one of the Appleford residents that will be most affected by the build and the coming into us of road "HIF1", should you grant yourselves permission to carry on.

I live on Chambrai Close, and I am deeply concerned with the level of noise and pollution I would have to put up with. You have admitted yourselves that the noise of the proposed road will have a significant adverse effect on residents in Appleford, particularly those living along Main Road and in Chambrai Close. So if you grant yourselves permission to build the road, it will knowingly create permanent noise damage in Appleford as the price of providing a new trunk road from the A34 at Didcot - yet you have declined to look at the alternative route proposed by the Appleford Parish Council, and to consider it!

In fact the noise damage to Appleford is likely to far greater than you expect, as your investigation of noise from the road has excluded the existing noise from mainline rail, the tip and Appleford Sidings, which are going to add on to the level you already consider high and substantial.

Then with the levels of traffic and the elevated position of the road there will also be a very significant level of air pollution, as well as visual intrusion.

I have moved into this village a few years ago happy to find a nice rural spot to live in, and to pay the price for it. Now I am facing the threat of not only no longer being able to live the rural life here, but of not being able to find somewhere else to move, either, because nobody would now pay fairly for this house and I would be forced to sell for very little money and make a big loss.

Please bear all this in mind before making use of any power and authority that might allow you to grant yourselves permission to go ahead with this road build.

Thank you,

Daniela Danaila



Comment for planning application R3.0138/21

Application number

Name

Address

Type of Comment

Comments

Received

Attachments

Periam, David - Oxfordshire County Council

From: Maxine Harman [REDACTED]
Sent: 31 August 2023 06:31
To: Planning - E&E
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

I object to the HIF1 road scheme for the following reasons:

The council have created this problem by continuing to give permission to build new houses everywhere destroying green space and turning villages into concrete jungles! They've created the problem and then want to add to it by building the HIF1 road scheme which is totally unacceptable.

1. It is not financially viable.
2. It will increase congestion.
3. It is contrary to local carbon reduction policies.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
5. It breaches Greenbelt policy.

I am also concerned that less damaging and less costly alternatives have not been properly explored.

Yours sincerely,

Maxine Harman

[REDACTED]
[REDACTED]
[REDACTED]

Periam, David - Oxfordshire County Council

From: Russell Harman [REDACTED]
Sent: 31 August 2023 15:47
To: Planning - E&E
Subject: Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

I object to the HIF1 road scheme for the following reasons:

1. It is not financially viable.
2. It will increase congestion.
3. It is contrary to local carbon reduction policies.
4. It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.
5. It breaches Greenbelt policy.

I am also concerned that less damaging and less costly alternatives have not been properly explored.

Yours sincerely,

Russell Harman

Russell Harman
[REDACTED]
[REDACTED]
[REDACTED]