1 Reference to Powerpoint slides.

C HANCOCK, SPEAKER NOTES FOR EVIDENCE IN CHIEF

A precis of submitted Proof of Evidence:

" NPCJC Chris Hancock" and "NPCJC Supplementary Proof"

I have been requested to speak on behalf of Appleford Parish Council and the Joint Parishes Council. The following represents my submitted Proof of Evidence.

I attend as a resident of Appleford . My evidence is focussed on the impact of the HIF1 road on the community of Appleford and in particular at the closest point of the road to Appleford, close to Appleford sidings. My evidence focusses on Noise and Air quality impacts. Where there is a parallel concern on noise and air quality such as at Nuneham Courtenay I will raised this concern.

We believe the true extent of the impact of HIF1 on Appleford, for noise, air quality and visual intrusion has not been revealed to date. Therefore the balance of harm to benefits has not been expressed adequately.

We say this irrespective of whether the total scheme evaluation from traffic through to noise and air quality at Appleford is claimed by the applicant to comply with guidance and adopted policies. However when examining the guidance and policies we conclude that the evaluations are not consistent with guidance and do not therefore meet the requirements of policy.

I have some illustrations, from my supplementary proof which I can share with the screens to assist in describing these concerns.

1 The relationship between the road and Appleford was not apparent to our residents through OCC's consultation documents in 2020. Therefore we produced a 3D model to inform residents. I extract three images from this model[1]. The first image shows the HIF1 embankments and road crossing Appleford Sidings close to dwellings at the southern end of Appleford. Due to the chosen position of the bridge, it forms an acute angle to the sidings tracks. The applicant has attempted to resolve this by proposing a concrete tube or tunnel over the tracks with the road lying diagonally over it. Note the position of the dwelling marked "Bedroom A view of flyover".

[1] C Hancock NPCJC Supplementary Proof para 2

2 The relationship of adjacent dwellings facing this bridge of shown in the second image. The nearest dwelling are 60 to 70 m away.

3 The third image shows a view from the bedroom window marked A in the first image.

Since 2020 we have repeatedly voiced our concerns to the Applicant[2];

The road and bridge will be a significant contributor to noise in this location.

- There is already noise distress to residents from the industrial activities at Appleford sidings
- The existing contribution from mainline trains is already recognised by DEFRA as a Noise Action Plan Important Area described as *"a location of the greatest risk of ..significant adverse impact to health and quality of life….."*[3].
- The particular design and position of the bridge could focus and reflect rail and shunting noise towards overlooking dwellings
- The road will add significant traffic noise
- The gradients of the elevated road will generate noise from speed and gear change
- Vibration within the bridge structure could be a noise source
- The elevated road and closeness to dwellings prevents adequate noise suppression by landscaping and distance.

The potential harm due to cumulative noise at southern Appleford is not properly addressed in the Environmental Statement.

- The elevated road will also risk impacting the air quality in southern Appleford. The total emissions from existing and proposed HIF1 sources have not been examined in detail in the ES.
- The elevated road and embankments at 11.3m high, above roof level, will be a major visual intrusion to adjacent dwellings in southern Appleford. The small woodland currently providing a screen to industrial activity will be lost.

I will briefly comment on the noise and air issues as covered in the Environmental Statement. As these assessments are wholly dependent on the traffic model I need to briefly touch on that.

We disagree with modelled conclusions on two counts:

- Firstly we do not agree that the traffic on the HIF1 road is largely the reassigned traffic from Appleford Main Road. We expect that HGV between south A34 to east Oxford, M40 north, Thame, Aylesbury will be attracted and pass close to Appleford. The Road Haulage Association has said that HIF1 "*could alleviate congestion on the A34 where there*

[2] C Hancock PoE sect 4.1.1

[3] DEFRA Noise Action Plan: Railways Para 8.3 02-07-2019 Environmental Noise Regulations 2006

are regular tailbacks [4]" There is every reason to believe that motorists will do the same. This is not traffic that would have passed through Appleford.

- Secondly we disagree that the HIF1 road as modelled will be solely responsible for traffic reduction through Appleford. Under any future traffic scenario we expect traffic management, speed limits, weight restrictions, chicanes will be used locally together with a range of wider regional interventions to reduce road traffic due to future development. That has not been modelled. A HIF1 modelled reduction in village traffic is the basis of claimed noise and air quality benefits for Appleford. We disagree that the real planning harm (which is not fully revealed) is offset by modelled benefits.

Nuneham Courtenay

We do not agree that HIF1 does not increase traffic through Nuneham Courtenay[5]. The Road through Nuneham has no freight exclusion. With a connection to the A34. all east Oxford, and M40 north traffic will pass through Nuneham Courtenay. The junctions and road speeds via A34 (with heavy traffic on the Oxford ring road) and HIF1 are not so materially different as to prevent HGV from taking the HIF1 route. There is every reason to believe that motorists will do the same. The real-world impacts of HIF1 on Nuneham Courtenay, for noise, air quality and heritage assets have not been represented in the Environmental Statement.

NOISE at Appleford.

The noise assessment for dwellings in southern Appleford, closest to the HIF1, is insufficient[6].

- No detailed monitoring of the particular components of the existing noise environment for these dwellings . The predictive noise model was based on 12 measurements for the entire HIF1 route. The measurement at Appleford Sidings (M12 in table 10.10 in ES Chapter 10) shows the greatest discrepancy between measured value and modelled value, by 12.6% (52.0 dB measured compared to 45dB predicted.) Moreover, this measurement predated current shunting on the recent extra tracks of Appleford Sidings, close to dwellings. No additional measurements have been undertaken between 2020 to present date in spite of our appeals.
- The designation of a Noise Important Area should have alerted the applicant to the need for an appraisal of all the components of the existing noise environment and the particular potential contributions of the HIF1 road involving:
    - Train noise from goods wagons shunting on the sidings under the road bridge and passing main line trains .

[4] 23.07 RHA Press release Didcot- new road project.
[5] C Hancock PoE sect 4.1.1
[6] C Hancock PoE sect 1.4.1, 4.1.1

- Train noise reflected towards dwelling by the concrete tunnel and concrete embankment walls of the bridge.
- Road traffic noise over the bridge including acceleration and braking on the gradients of the bridge.
- Vibration within the bridge structure.
- Characterizing the tonal, impulsive and period of the various sources of noise in this environment.

None of this was undertaken. We suggest a full appraisal is needed to assess the reality of the adverse effects of the HIF1 road at Appleford.

The issue of compliance to adopted policies is reflected through guidance, in particular three documents[7].

The first is Planning Practice Guidance on noise 2019[8] which states:

"*In cases where existing noise sensitive locations already experience high noise levels, a development that is expected to cause even a small increase in the overall noise level may result in a significant adverse effect occurring even though little to no change in behaviour would be likely to occur."*

"Noise Action Plans (where these exist), and, in particular the Important Areas identified through the process associated with the Environmental Noise Directive and corresponding regulations should be taken into account."

"*the applicant (or 'agent of change') will need to clearly identify the effects of existing businesses that may cause a nuisance (including noise, but also dust, odours, vibration and other sources of pollution) and the likelihood that they could have a significant adverse effect on new residents/users. In doing so, the agent of change will need to take into account not only the current activities that may cause a nuisance, but also those activities that businesses or other facilities are permitted to carry out.",*

We emphasise that the dominating visual intrusion of the Bridge and embankments will sensitise the noise distress at even low noise levels. The total environmental impact of the HIF1 road on Appleford cannot be separated in discrete effects.

The PPG also advises to take account of "*how the noise (source) relates to the existing sound environment*" and "*the local arrangement of buildings, surfaces and green infrastructure, and the extent to which it reflects or absorbs noise".*

The Environmental Statement on noise does not meet this guidance.

The second document is the Noise Policy Statement for England 2010 by Defra

[7] C Hancock PoE sect 1.4.1
[8] Planning Practice Guidance on Noise July 2019 DLUHC

The first aim of the NPSE is "*Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development: • avoid significant adverse impacts on health and quality of life*;[9]"

.There is no evidence in the Environmental Statement that this has been met for Appleford.[10]

The second aim of the NPSE is *"Mitigate and minimise adverse impacts on health and quality of life from environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development[11]".*

There is no effective minimisation of the adverse impact on southern Appleford. The main minimisation would be to increase the distance between road and dwellings (as the guide DMRB LA111 suggests this as one mitigating measure, para 3.64). This has not been investigated."

The scheme also fails the 3rd and last aim of NPSE "effective control of neighbourhood noise"

The Applicant accepts that meeting these guides is indicative of meeting adopted local plan policies. We contend that failure to meet these guides indicates failure to meet VoWH local Plan, Development Policy 23 on Amenity, and Policy 25 on Noise Pollution .

The NPPF 2023 para 191 requires that planning should *"(a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life*." We contend that HIF1 road does not achieve that in Appleford.

Turning to Nuneham Courtenay[12]

The entire omission of analysis of the noise impact of HIF1 traffic on this community is counter to SODC local plan policies ENV 12 Pollution, DES 6 amenity, Strat 4 Health, noise and air quality assessments.

4 **Before turning to Air Quality, we would like to address the topic of duel carriageways.**

We understand that the word "futureproofing" applied to the bridges is that they are structured for vehicle loads of dual carriageways for the full width. Figures 8 & 9 of Mr Chans PoE appear to confirm this. There is a uniform base structure across the full width of the bridges. If the applicant can provide the structural evidence that this is not the case we will correct our description.

5 The three bridges consume the greatest proportion of the resources of the road, as a ball park between 60-65% of scheme resources (working from a table in the Transport Assessment). It's hardly credible that a large investment in "future-proofing" on such a tight budget would be

[9] NPSE 2010 sect 1.7
[10] C Hancock PoE sect 4.1.1
[11] NPSE 2010 sect 2.23
[12] C Hancock PoE sect 4.1.2

for nothing. We therefore describe the bridge crossing sections of the road as **"*ultimately providing a dual carriageway arterial link between the A34 and east Oxford/ M40…"***.

6 A look into the future of possible road schemes linking the A34 to the M40, of which the HIF1 is a major part, certainly indicates that a substantial increase in traffic is likely in future years.

We point out that none of the sections of the Environmental Statement are on the basis of an ultimate duel carriageway past Appleford and over the Thames or of significant increase in traffic in future years. This is a major omission.

Air Quality [13]

Our main concerns are.

1. Insufficient localised measurements to set a baseline level for industrial, rail & road sources affecting dwellings close to Appleford sidings.
2. No measure or inclusion of $PM_{2.5}$ to reflect current concerns e.g. Environmental Targets of 10mcg /m3 (Fine particulate Matter) (England) Regulations 2022.
3. Advisory World Health Organisation standard should also be included in the assessment
4. AQ modelling based on traffic model is not representative of conditions in Appleford.
5. No representation of the vehicle emissions on the gradients of the sidings bridge.
6. No analysis of the particulates generated by a low noise road surface on gradients.
7. And for Nuneham Courtenay at the eastern end of HIF1, The impact on air quality at due to traffic is not assessed.

Taking these in turn:

7

1 There are no baseline measurements at Appleford sidings and the closest dwellings facing the HIF1 route. The closest positions (RIV 3 & RIV 5) only measure NO2 and actually show levels well above WHO levels for NO2 of 10 mcg/m3. There are no measurements to include the industrial and rail emissions of NO2, particulates PM10 and the finer PM2.5 which could imping on dwellings in southern Appleford. We note that industrial activity at Appleford sidings has increased in the last four years with more siding track and HS2 aggregate business. There is no measured basis for calibrating the air quality dispersal model for this location.

2 The applicant now recognises (A. Savage PoE 3.40) the new national standard for PM2.5 of 10mcg /m3. In 2022 Regulations. It could be argued that this supersedes advice in DMRB LA205. It certainly reflects growing awareness. DEFRA Clean Air Strategy 2019 states [14] *"Non-exhaust emissions, Particulate emissions from non-exhaust sources are a result of the friction required for braking and maintaining traction on the road (ie tyres),*

[13] C Hancock PoE sect 1.4.2, 4.1.2 , 4.2

[14] Defra Clean Air Strategy 2019 Sect 5.3.2

which are essential for road safety. However, these particles are harmful to human health and the environment". From an open source (addresspollution.org) Appleford may already be at this level of 10 mcg /m3, even without HIF1. Vale monitoring, only in Marcham in 2022, showed monthly exceedances of this level (but annual average below at 7 mcg /m3).

3 The WHO is currently in advance of UK legislation. It is common for legislation to lag behind professional best practice. The WHO guidelines are a responsible reflection of health concerns, they should be a reference point for quality assessment.

4 We have previously stated that traffic modelling does not represent traffic management on Main Road Appleford. Therefore we say the AQA does not represent a credible relationship between the HIF1 Road and Main Road Appleford and in particular close to the HIF route.

5,6 The Applicant agrees (A Savage PoE 3.32) that vehicle emissions on gradient of the Appleford sidings bridge were not modelled. We say that Particulates and NOx emissions need to measured and modelled. For example what will be the wear rate and particulate emissions for a porous low noise road surface, and tyres on an inclined road?

For the above reasons we consider that the Environmental Assessment for Air Quality does not demonstrate that it meets the adopted policies of VWH Local Plan Development Policy 23 Amenity & emissions and Development Policy 26 Air Quality.

Turning to Nuneham Courtenay[15]

The exclusion of this community from the air quality assessment, when there is a likelihood of increased traffic due to HIF1, has denied the opportunity to assess the impact. Therefore we consider that the Environmental Statement does not demonstrate that it meets the adopted policies of SODC, EP1 Air Quality; DES6iv residential amenity &, emissions; ENV12 pollution & emissions in respect of Nuneham Courtenay.

Moreover there is a wider issue. Nuneham Courtenay is a critical heritage asset as it is both a conservation area and a community of listed buildings [16]. The Planning and Listed Buildings Act 1990, applies. The applicant has indicated increases in 2034 in traffic at the eastern end of the HIF1 road as 56% in 2024 and 116 % in 2034[17]. Even taking the figures as only indicative, a high proportion of traffic will pass through Nuneham Courtenay due to HIF1. Any increase in the traffic through Nuneham Courtenay village will necessarily causes significant harm to both the setting of its listed cottages, and the character and appearance of the conservation area. We maintain that the Applicant is obliged to assess the significant environmental effects on both the village and park and the buildings and other land forming part of its setting. The current ES is not valid and cannot be accepted as an ES as required by the 2017 EIA Regulations, Para 205 of the NPPF 2023 requires *"great weight should be given to the asset's conservation …..irrespective of whether any potential harm amounts to substantial harm"* .

[15] C Hancock PoE sect 1.4.2, 4.1.2

[16] C Hancock PoE sect 4.1.3

[17] AECOM Update 12-01-2024, ES Transport Chapter 16 Table 3.3 p 10.

SODC Development Plans ENV6(2), ENV7(3i), ENV8(1vii), also apply to heritage assets and conservation areas and need to be considered.

Concerns on the impact of HIF1 on communities like Appleford and Nuneham Courtnenay were just some of the reasons why the Planning Committee on 18th July 2023 rejected unanimously the HIF1 planning application.

The concerns on the health effects of noise and pollution will be raised by my fellow resident Angela Jones in her evidence.

Looking at the road alignment at Appleford

8 If a new road is deemed necessary, the potential damage to Appleford, could be mitigated to a degree by increasing the distance between the road and the Appleford dwellings.

9 We have demonstrated a number alternative positions for the approach road and bridge over the Appleford siding[18]. This image shows a bridge crossing in red further away from the Appleford dwellings closest to the sidings, as we presented during our meetings with OCC. This is entirely viable position. And actually requires a less complex bridge.

10 The inspector has viewed this alternative position for a bridge over Appleford sidings.

11 To bring a road from the south to this bridge could be achieved by adopting the route of the HGV road proposed in the HIF1 scheme and continuing it to meet the bridge position. This route in shown as the red road in this image, as an alternative to the HIF1 alignment shown in yellow. It could have a 30mph limit as a continuation of the speed limit of the part of the road immediately to the south.

Finally a comment on Webtag M4 & Decide and Provide.

DfT WebTag M4 Forecasting and Uncertainty requires High & Low Growth Scenarios to be assessed. Decide and Provide approach, as described by TRICS, advise inclusions on uncertainty and change in traffic growth in the assessments.

We consider that a failure to consider the possibility of traffic increase through Nuneham Courtenay is not consistent with WebTag M4 and is evidence that the Decide and Provide approach involving uncertainty has not been adopted.

We also note that development, not yet admitted could be stimulated by the HIF1 scheme.

12 This image shows a vision for the land north of Didcot power station and adjoining the west side of HIF1, called Radcot Green by it's owners FCC. This is no further than an offer of

[18] C Hancock Supplemental proof sect 3

sites. This shows anticipated direct vehicle access to the HIF1 road. However failure to examine potential growth scenarios and uncertainty such as this is not consistent with WebTag M4 or Decide and Provide.

We also say that the Bridge over Appleford Sidings is an example of Predict and Provide consequences. Whilst there uncertainty on the future of the land north of Didcot power station, if Heidleberg Cement, the owners of the Appleford sidings, follow FCC lead, the bridge could be a future stranded asset if the sidings are developed, unnecessarily perpetuating the damage on southern Appleford. The Design and Provide approach is intended to encourage assessment of future uncertainty and risk. It clearly has not been followed in this instance.

Reference documents

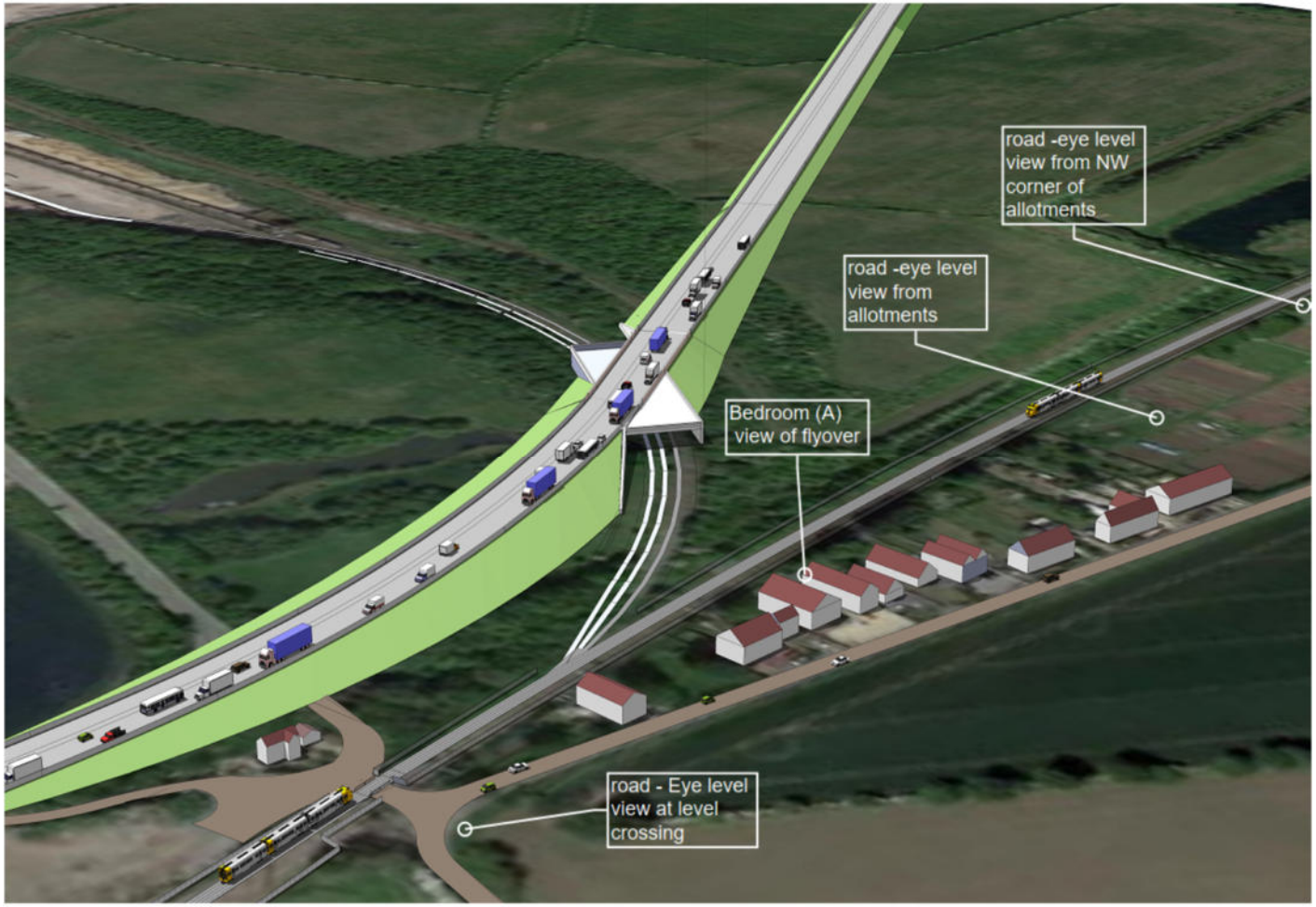
Planning Practice Guidance PPG Noise July 2019 DLUHC.

Clean Air Strategy 2019 Defra

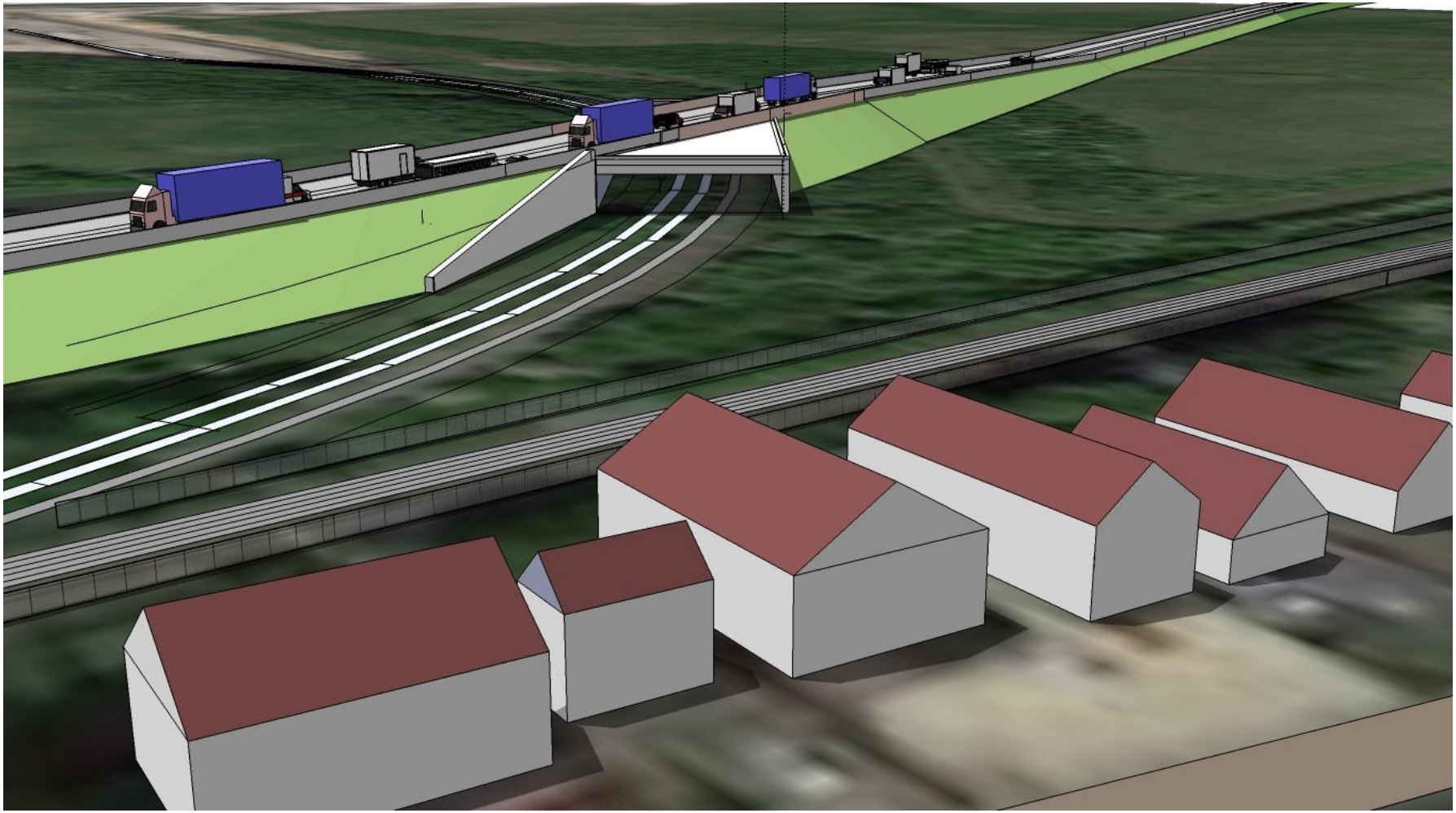
Environmental Protection (Environmental Targets (fine Particulates Matter) England Regulations 2022. PM2.5.

Noise Policy Statement for England 2010

23_07. RHA Press Release Didcot – new road project

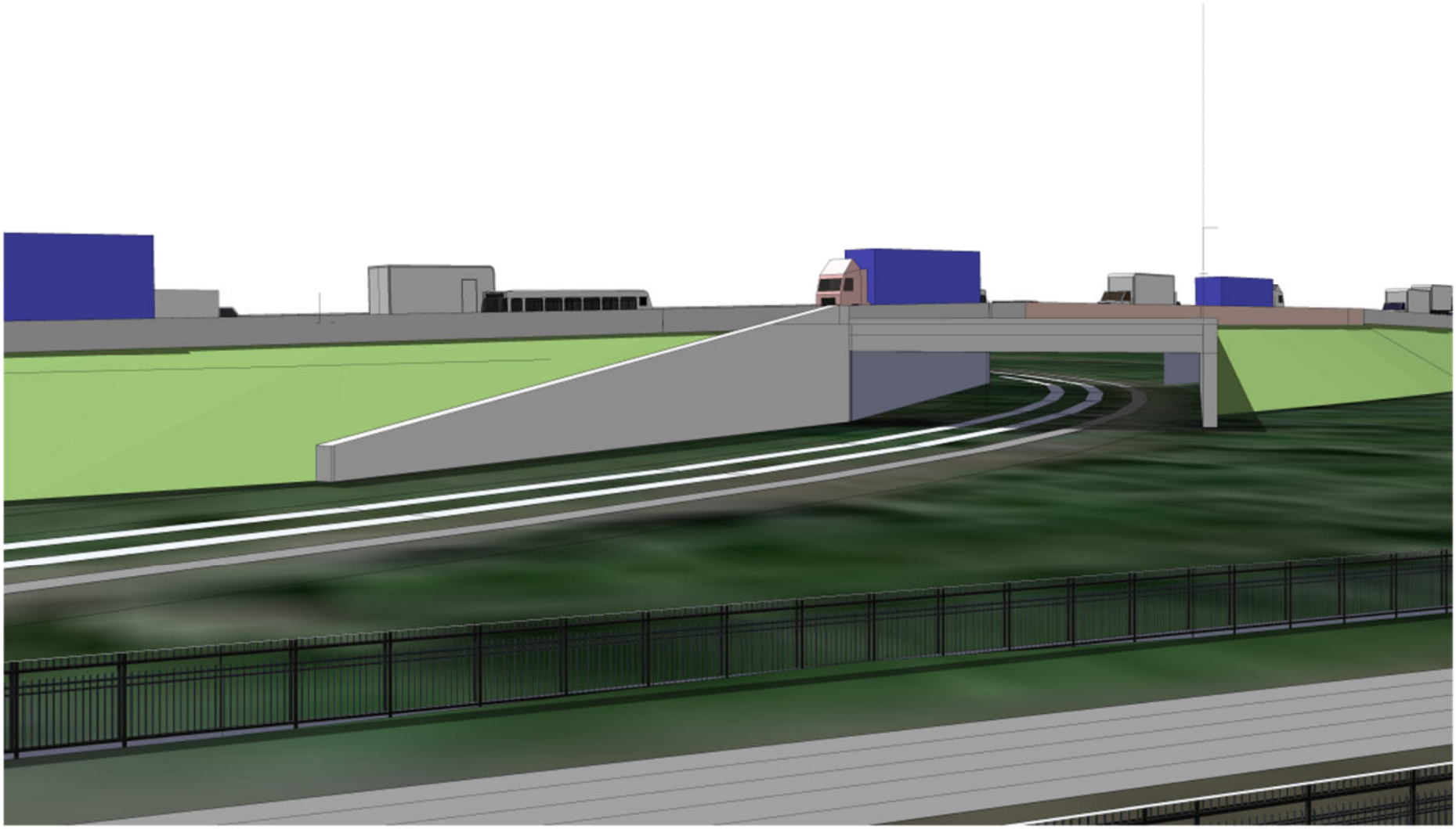


1 **AERIAL VIEW OF HIF1 CLOSE TO SOUTHERN APPLEFORD**



2

VIEW OF HIF1 AND ADJACENT DWELLINGS IN APPLEFORD



3

VIEW OF HIF1 FROM ADJACENT BEDROOM WINDOW (A) IN APPLEFORD

FUTURE PROOFING BRIDGES- BY DUELLING CARRIAGE WAYS

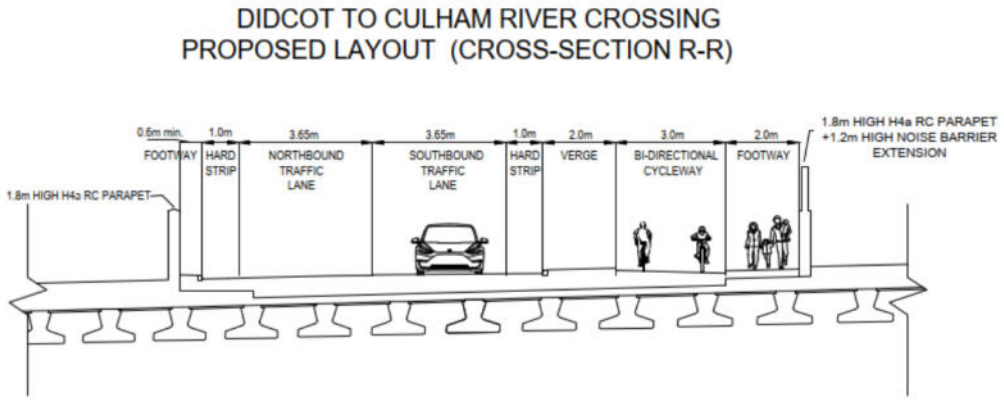


Figure 8 Typical highway cross sections over Appleford Siding Bridge

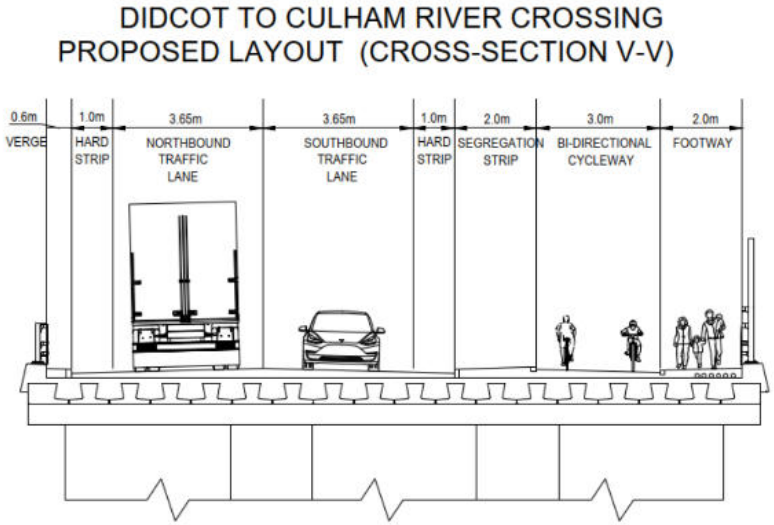
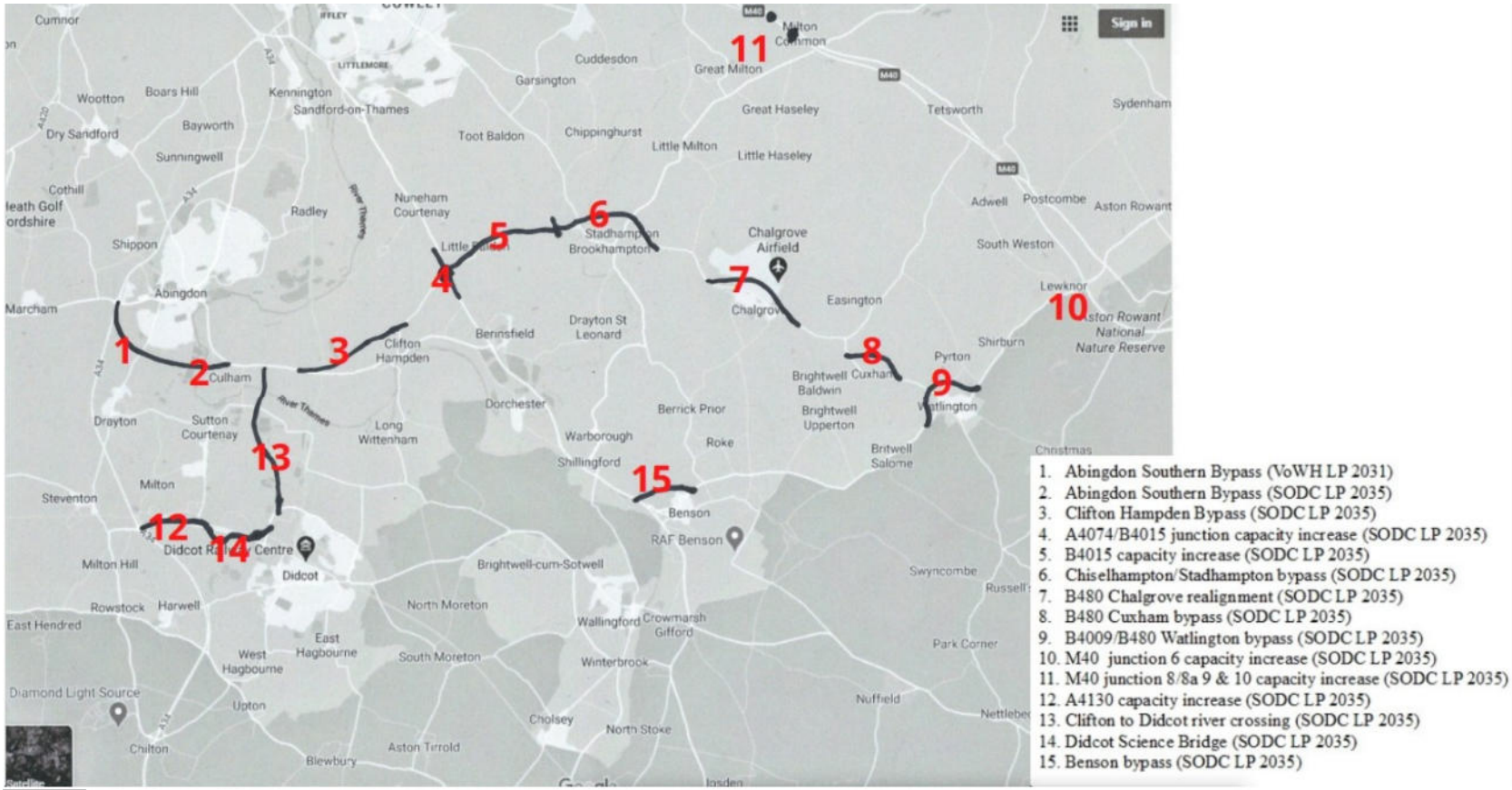


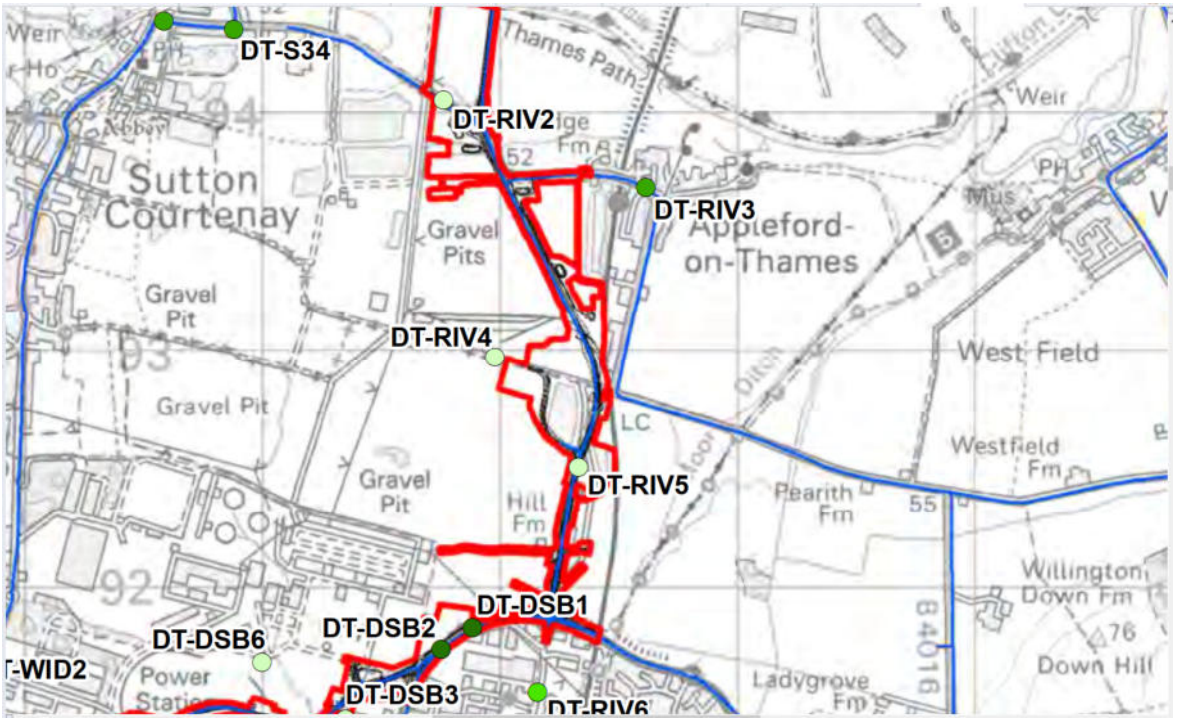
Figure 10 Typical highway cross sections over River Thames Bridge and viaduct

5

HIF1 Image of viaduct and Thames Bridge


1. Abingdon Southern Bypass (VoWH LP 2031)
2. Abingdon Southern Bypass (SODC LP 2035)
3. Clifton Hampden Bypass (SODC LP 2035)
4. A4074/B4015 junction capacity increase (SODC LP 2035)
5. B4015 capacity increase (SODC LP 2035)
6. Chiselhampton/Stadhampton bypass (SODC LP 2035)
7. B480 Chalgrove realignment (SODC LP 2035)
8. B480 Cuxham bypass (SODC LP 2035)
9. B4009/B480 Watlington bypass (SODC LP 2035)
10. M40 junction 6 capacity increase (SODC LP 2035)
11. M40 junction 8/8a 9 & 10 capacity increase (SODC LP 2035)
12. A4130 capacity increase (SODC LP 2035)
13. Clifton to Didcot river crossing (SODC LP 2035)
14. Didcot Science Bridge (SODC LP 2035)
15. Benson bypass (SODC LP 2035)

AIR QUALITY



Extract Figure 6.1 Air quality study area ES Vol II Chptr 6 Air Quality Figures

Tube ID	Site Type	Grid Reference (x,y	Annual Mean NO_2 Concentration ($\mu g/m_3$)
RIV3	Roadside	452616,193688	25.5
RIV4	Roadside	451978,192971	17.3
RIV5	Roadside	452330,192508	15.5

Extract Table 6.10 Annual mean annualised and bias adjusted 2019 NO2 concentrations, scheme-specific monitoring sites

ALTERNATIVE SCHEME ALIGNMENT
At Appleford Sidings

8

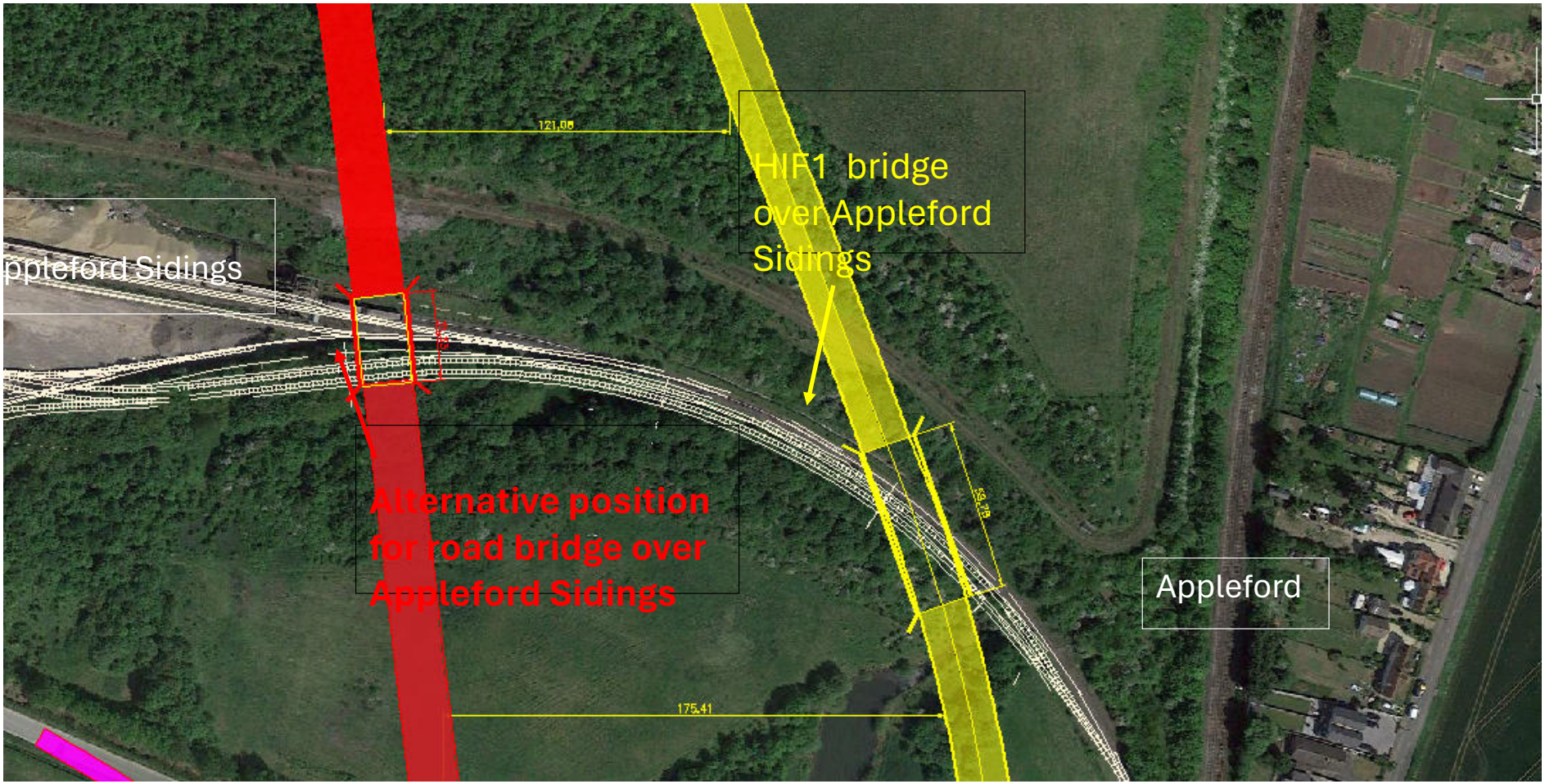
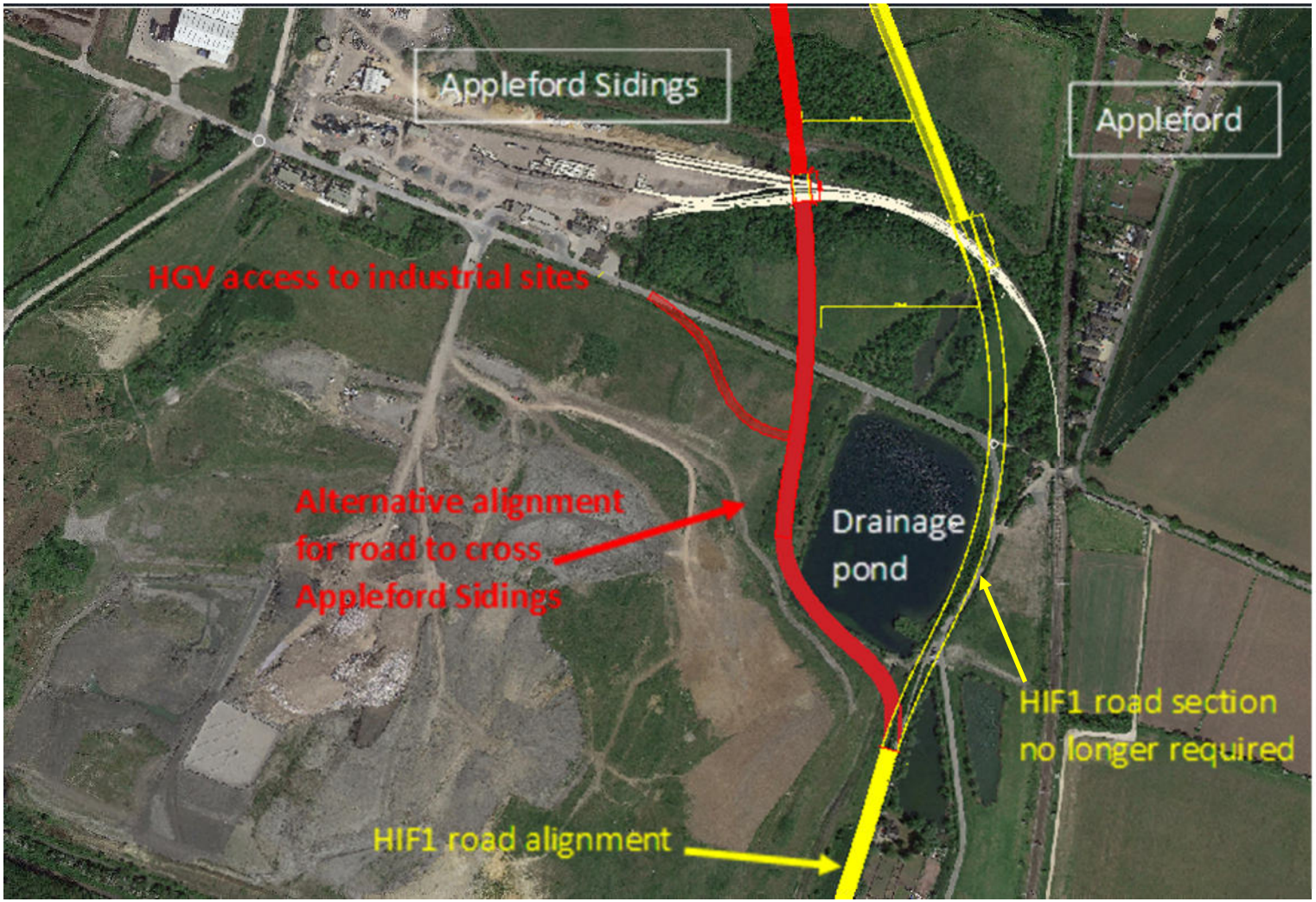


Figure 5 Alternative position of bridge crossing Appleford sidings

10

Alternative road bridge position over Appleford Sidings


Appleford Sidings
Appleford
HGV access to industrial sites
Alternative alignment
for road to cross
Appleford Sidings
Drainage
pond
HIF1 road section
no longer required
HIF1 road alignment

11

Sustainable Infrastructure / Travel

Proposed Master Plan

Key

- Restricted Byway
- Byway Open to all Traffic
- Bridleway
- Footpath
- National Cycle Route 5
- New Cycle Route
- New Cycle Ramp to River Path
- New Signals on Bridge (Shuttle)
- New Pegasus Crossing
- New Park & Ride Car Park
- New Bridleway
- New Pedestrian Crossings
- Potential New Bus Route
- Footpaths to be Enhanced
- BOATs to be Enhanced
- Potential Future North/South Route Through Power Station

Distance to Culham Science Centre = 3.7km (9 mins cycle @ 15mph)

Distance to Didcot = 4.2km (10 mins cycle @ 15mph)