

THE OXFORDSHIRE COUNTY COUNCIL
(DIDCOT GARDEN TOWN HIGHWAYS INFRASTRUCTURE – A4130 IMPROVEMENT (MILTON GATE TO COLLETT ROUNDABOUT), A4197 DIDCOT TO CULHAM LINK ROAD, AND A415 CLIFTON HAMPDEN BYPASS) COMPULSORY PURCHASE ORDER 2022

The Highways Act 1980
and The Acquisition of Land Act 1981

COMPULSORY PURCHASE OF LAND AND NEW RIGHTS ALONG AND ADJACENT TO A HIGHWAYS AND PROPOSED HIGHWAYS ROUTE CORRIDOR, FROM A POINT ON THE A4130 PRINCIPAL ROAD APPROXIMATELY 38 METRES SOUTH WEST OF ITS JUNCTION WITH MILTON GATE, EASTWARDS, SOUTH EASTWARDS, GENERALLY NORTH EASTWARDS, CROSSING OVER THE A4130 MILTON ROAD, THE GREAT WESTERN RAILWAY LINE AND THE CLASSIFIED UNNUMBERED MILTON ROAD ON BRIDGE, TO THE JUNCTION OF THE A4130 WITH COLLETT (OVER THIS LENGTH BEING IMPROVED AND NEW LENGTHS OF THE A4130 PRINCIPAL ROAD); NORTHWARDS, NORTH WESTWARDS, THEN NORTHWARDS, CROSSING OVER THE NAVIGABLE WATERS OF THE RIVER THAMES ON BRIDGE, TO THE JUNCTION OF THE A415 ABINGDON ROAD (OVER THIS LENGTH BEING A NEW LENGTH OF THE PROPOSED A4197 DIDCOT TO CULHAM LINK ROAD); EASTWARDS, FROM A NEW ROUNDABOUT JUNCTION ON THE A415 AT THE NORTHERN END OF THE A4197 LINK ROAD, ALONG THE A415 ABINGDON ROAD TO A NEW A415 ROUNDABOUT, TO THE SOUTH EAST OF CULHAM NO 1 SITE AND THE SOUTH WEST OF CULHAM SCIENCE CENTRE, THEN NORTH EASTWARDS AS A NEW A415 ROUTE AND BYPASS OF CLIFTON HAMPDEN, TERMINATING ON THE B4015 OXFORD ROAD, TO THE NORTH OF CLIFTON HAMPDEN VILLAGE (OVER THIS LENGTH BEING IMPROVED AND NEW LENGTHS OF THE A415 PRINCIPAL ROAD).

1. Notice is hereby given that Oxfordshire County Council has made The Oxfordshire County Council (Didcot Garden Town Highways Infrastructure – A4130 Improvement (Milton Gate to Collett Roundabout), A4197 Didcot to Culham Link Road, and A415 Clifton Hampden Bypass) Compulsory Purchase Order 2022 under Sections 239, 240, 246, 250 and 260 of the Highways Act 1980 (as amended) and Parts II and III of Schedule 2, and Schedule 3 to the Acquisition of Land Act 1981. It is about to submit this Order to the Secretary of State for Transport for confirmation, and if confirmed, the Order will authorise Oxfordshire County Council to purchase compulsorily the land and the new rights described below for the purposes of: -

(1) the improvement of the A4130 Principal Road –

- (a) from a point approximately 38 metres south west of its junction with Milton Gate, generally eastwards, to and including a new roundabout junction to be located to the east of the junction of the A4130 Principal Road with the private access track, known as former Backhill Lane, then generally eastwards, to and including a new roundabout junction to be located some 142 metres east of the junction of the A4130 Principal Road with Bridleway 243/1/10 (Harwell)/Cow Lane, then generally eastwards for 208 metres, to a point 160 metres east of the proposed A4130 roundabout; and
- (b) from a point approximately 110 metres north of its roundabout junction with Hawksworth, north eastwards to and including an enlarged roundabout junction with Collett, then eastwards for a distance of approximately 193 metres to the west side of the Cherwell Valley Railway Line corridor at Didcot North Junction;

- (2) the construction of a highway, as the proposed A4130 Principal Road, from a point on the existing A4130 Principal Road at its proposed roundabout junction to be located some 142 metres east of the junction of the A4130 Principal Road with Bridleway 243/1/10 (Harwell)/Cow Lane, generally south eastwards, for a distance of 260 metres to and including a new roundabout junction, to be known as the A4130 Science Bridge Roundabout, then north eastwards, crossing over the A4130 Principal Road, the Great Western Railway Line and the Classified Unnumbered Milton Road on bridge, then north eastwards, to junction with the A4130 Principal Road, approximately 110 metres north of the A4130/Hawksworth roundabout junction;
- (3) the construction of a highway, as the A4197 Principal Road, from its junction with the A4130 enlarged roundabout junction with Collett, northwards, crossing over a private Railway Line, known as the Appleford Sidings, on bridge, to the general north north-west of Appleford Level Crossing, then generally north north-westwards, passing to the west of Appleford, to and including a new Sutton Courtenay roundabout junction with the B4016 on the south side of the River Thames, then northwards on viaduct, crossing over the River Thames on bridge, then northwards, to its junction with the A415 Abingdon Road, at a new Abingdon Roundabout junction, just to the north of the agricultural outbuildings of Zouch Farm;
- (4) the improvement of the A415 Abingdon Road Principal Road from a point approximately 392 metres west of its junction with the private access track to the agricultural outbuildings of Zouch Farm, eastwards to and including a new Abingdon Roundabout junction, located just to the north west of the aforementioned access track, then eastwards to a point approximately 250 metres east of its bridge crossing over the Cherwell Valley Railway Line at Culham Station;
- (5) the construction of a highway, as the A415 Clifton Hampden Bypass, from a point on the A415 Abingdon Road approximately 250 metres east of its bridge crossing over the Cherwell Valley Railway Line at Culham Station, eastwards to and including a new roundabout junction lying to the south east of Culham No 1 Site and to the south west of Culham Science Centre, then north eastwards, passing on the north west side of Fullamoor Farm (Agricultural Unit) and Culham Sewage Treatment Works, then north eastwards, passing to the north west and north of Clifton Hampden, to its junction with the B4015 Oxford Road, at a point approximately 320 metres north its junction with the Private Access Track to Home Farm House and Fig Tree Barn, at Clifton Hampden;
- (6) the construction of highways, the improvement of highways, and the provision of new means of access to premises in pursuance of The Oxfordshire County Council (Didcot Garden Town Highways Infrastructure – A4130 Improvement (Milton Gate to Collett Roundabout), A4197 Didcot to Culham Link Road, and A415 Clifton Hampden Bypass) (Side Roads) Order 2022;
- (7) the carrying out of works on watercourses, including the diversion of non-navigable watercourses, in connection with the construction and improvement of highways and the provision of new means of access to premises as aforesaid;
- (8) use by the acquiring authority in connection with the construction and improvement of highways and the provision of new means of access to premises as aforesaid;
- (9) the improvement or development of frontages to the above-mentioned new and existing highways or of the land adjoining or adjacent thereto; and

(10) mitigating the adverse effect which the existence or use of the highways to be constructed or improved will have on the surroundings thereof.

2. A copy of the Order and of the accompanying Order Map (Sheets 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 13A, 14, 15, 16, 17, 18, and 19) may be seen at all reasonable hours at –

- Oxfordshire County Council, County Hall, Oxford OX1 1DJ
(Monday – Thursday 8:30 a.m. – 5:00 p.m.; and Friday 8:30 a.m. – 4:30 p.m.)
- Didcot Library, 197 Broadway, Didcot OX11 8RU
(Monday – 1:00 p.m. – 7:00 p.m.; Tuesday – 9:00 a.m. – 7:00 p.m.; Wednesday – 9:00 a.m. – 5:30 p.m.; Thursday – 9:00 a.m. – 5:30 p.m.; Friday – 9:00 a.m. – 7:00 p.m.; and Saturday – 9:00 a.m. – 4:30 p.m.; Sunday – Closed)
- Abingdon Library, The Charter, Abingdon OX14 3LY
(Monday – 9:00 a.m. – 7:00 p.m.; Tuesday – 9:00 a.m. – 7:00 p.m.; Wednesday – 9:00 a.m. – 7:00 p.m.; Thursday – 9:00 a.m. – 1:00 p.m.; Friday – 9:00 a.m. – 7:00 p.m.; and Saturday – 9:00 a.m. – 4:30 p.m.; Sunday – Closed)
- Berinsfield Library, Green Furlong Berinsfield, Wallingford OX10 7NR
(Monday – Closed; Tuesday – 10:00 a.m. – 1:00 p.m. and 2:00 p.m. – 5:30 p.m.; Wednesday – 10:00 a.m. – 1:00 p.m. and 2:00 p.m. – 5:30 p.m.; Thursday – 2:00 p.m. – 5:30 p.m.; Friday – 10:00 a.m. – 1:00 p.m. and 2:00 p.m. – 5:30 p.m.; and Saturday – 10:00 a.m. – 12:30 p.m.; Sunday – Closed)

In addition, a copy of the Order and its Order Map (Sheets 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 13A, 14, 15, 16, 17, 18, and 19) have been made available online on the Council's website at:

www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/didcot-and-area-improvements

3. Any objection to the Order must be made in writing to the Secretary of State for Transport, Department for Transport, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR or by email to nationalcasework@dft.gov.uk before 22 March 2023, and should state the title of the Order, the grounds of the objection and the objector's address and interests in the land. It should be noted that your personal data and correspondence will be passed by the Secretary of State for Transport to the Acquiring Authority to enable your objection to be considered. Where the Order becomes the subject of Public Local Inquiry procedures, all correspondence is copied to the Inspector conducting the Inquiry and will be kept in the Public Inquiry library, where it is made available for public access. If you do not wish your personal data to be forwarded, please state your reasons when submitting your objection and the Secretary of State will copy your representations, with your name and address removed, to the Acquiring Authority and if there is to be a Public Local Inquiry they will be seen by the Inspector, who may give them less weight as a result.

DESCRIPTION OF THE LAND AND THE NEW RIGHTS

The total area of land which is to be acquired, or land over which rights are to be acquired, is 135.73 hectares.

THE LAND to be compulsorily acquired, comprising 132.29 hectares, is described in the Schedule to the Order and is shown coloured pink on the associated Order Map (Sheets 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 13A, 14, 15, 16, 17, 18, and 19).

The land corridor is approximately 11 kilometres in length, from just south west of the junction of the A4130 Principal Road with Milton Gate, in the south, to a point on the B4015 Oxford Road 320 metres north east of its junction with the Private Access Road to Home Farm House and Fig Tree Barn, Clifton Hampden, in the north. It follows the general route of the new improved and new Classified Roads described in paragraph 1 (1) – (5) above and also includes lands to either side thereof.

From south to north, the land comprises –

A4130 Improvement and new A4130 Length

- (a) Land of the A4130 Principal Road, from just south west of its junction with Milton Gate, to west of the junction of the A4130 with Sir Frank Williams Avenue, and lying to the south of the Great Western Railway Line corridor and the site of the former Didcot A Power Station.
- (b) Agricultural land/prospective development land, lying to the south of the A4130 Principal Road and the Milton Park Business, Science and Technology Park, together with crossing private access tracks (former Backhill Lane, Backhill Lane, and other access tracks, and Meadow Lane) and lengths of Footpath 299/10/20 (Milton (Abingdon)), Footpath 243/3/10 (Harwell), and Bridleway 243/1/10 (Harwell)/Cow Lane.
- (c) Parts of the Great Western Railway Line corridor, lying to the south east of the junction of the Classified Unnumbered Milton Road with the Private Road to Didcot B Power Station and the site of the former Didcot A Power Station.
- (d) A length of the Private Road to Didcot B Power Station and the Site of former Didcot A Power Station, which extends north westwards from its junction with the Classified Unnumbered Milton Road.
- (e) Land of the site of the former Didcot A Power Station/development land, lying to the north of the Classified Unnumbered Milton Road and the Great Western Railway Line corridor.
- (f) Land of the RWE Generation UK Ltd car park, private access roads Purchas Road and Chimney Road and of other crossing access tracks, site outbuildings, and of site attenuation ponds, of the eastern part of the site of the former Didcot A Power Station, lying to the north west and north of the Trident Business Park and to the north west of the A4130 and its roundabout junction with Hawksworth.
- (g) Land of the A4130 Principal Road, from and including its roundabout junction with Hawksworth, north eastwards, then eastwards, to and including its roundabout junction with Collett, then eastwards to the western side of the Cherwell Valley Railway Line, at Didcot North Junction.
- (h) Land comprising a length of Bridleway 373/24/40 (Sutton Courtenay) and National Cycle Network 5 route, extending northwards off the A4130/Hawksworth roundabout.
- (i) Land of the highway Collett, on the south side of the A4130 Principal Road.
- (j) Agricultural land, lying to the north west and north of the A4130 Principal Road, between its roundabout junction with Hawksworth and its roundabout junction with Collett and agricultural land lying to the north of the A4130 Principal Road, to east of the A4130 roundabout junction with Collett and to the west of the Cherwell Valley Railway Line at Didcot North Junction.

New A4197 Didcot to Culham Link Road

- (a) Land comprising the whole of Bridleway 106/3/10 (Appleford), from its junction with the A4130 Principal Road Collett roundabout, northwards to its junction with Restricted Byway 106/4/10 (Appleford) just west of the Cherwell Valley Railway Line at Appleford Level Crossing.
- (b) Land of a co-existent private access road, with Bridleway 106/3/10 (Appleford) mentioned in (a) above, between Collett roundabout and the junction with Restricted Byway 106/4/10 (Appleford); of two lengths of an easterly lying private access road (haul road), extending off the eastern side of the main private access road/co-existent Bridleway 106/3/10 (Appleford), at points just to the north of the A4130 Collett roundabout junction, and just to the north of Hartwright House and its fishing pond; of another length of private access road, which runs north westwards, co-existent with Restricted Byway 106/4/10 (Appleford), from the western side of the Cherwell Valley Railway Line at Appleford Level Crossing to a point lying to the south east of the FCC Environment Waste Transfer Station; and of a length of private access road, which lies to the west of Level Crossing Cottage.
- (c) Agricultural land, lying to the east and west of Bridleway 106/3/10 (Appleford) and its co-existent private access road.
- (d) Residential curtilage, garden, and private driveway, of Hill Farm Cottage, lying to the west of Bridleway 106/3/10 (Appleford) and its co-existent private access road.
- (e) Land comprising a length of an easterly lying private access road/Haul Road, lying at the south east corner of the site of the former J James Ltd Pallets & Wood Recycling site.
- (f) Land of the site of the former J James Ltd Pallets & Wood Recycling site, lying to the east of Bridleway 106/3/10 (Appleford) and its co-existent private access road.
- (g) Land comprising western and northern curtilage of cleared site of commercial/industrial buildings, lying to east of Bridleway 106/3/10 (Appleford) and its co-existent private access road and to the south of Hartwright House.
- (h) Land comprising grassland and scrubland, lying to the west of a westerly lying private access road/co-existent length of Bridleway 106/3/10 (Appleford), lying to the north of the northern curtilage boundary of Hill Farm Cottage and extending northwards from the former J James Ltd Pallets and Wood Recycling site to Hartwright House.
- (i) Agricultural land, lying to the east of an easterly lying private access road/Haul Road and to the south of a large agricultural land pond lying to the east of the southern end of Hartwright House fishing pond.
- (j) Land comprising the eastern curtilage of a disused quarry/restored after use landfill site, lying to the west of Bridleway 106/3/10 (Appleford)/co-existent private access road, lying to the west and north west of Hartwright House.
- (k) Land comprising the western curtilage of and part pond of the Hartwright House fishing pond, lying to the east of Bridleway 106/3/10 (Appleford)/co-existent private access road and lying to the north of Hartwright House.
- (l) Land comprising the southern, eastern, western and northern pond edges and of grassed and shrub planted curtilages thereof, of disused quarry/restored after use landfill site balancing pond, lying to the south east of the FCC Environment Waste Transfer Station, to the south of Restricted Byway 106/4/10 (Appleford) and a co-existent private access road and Appleford Sidings Private Railway Line and to the west of the Cherwell Valley Railway Line and Bridleway 106/3/10 (Appleford)/co-existent private access road.
- (m) Land comprising the eastern grassland and scrubland curtilage of disused quarry/restored after use landfill site, lying to the south east of the FCC Environment Waste Transfer Station, to the

south of Restricted Byway 106/4/10 (Appleford) and a co-existent private access road and to the west of the main body of water of the site's large balancing pond.

- (n) Agricultural land and part north east corner of agricultural land attenuation pond, lying to the north east of Hartwright House and to the east of the northern end of its fishing pond.
- (o) Land comprising grassland and shrubland, lying to the east of Bridleway 106/3/10 (Appleford)/co-existent private access road and to the south and east of Level Crossing Cottage.
- (p) Grassland, scrubland, woodland and part drainage attenuation pond, lying to the north of Restricted Byway 106/4/10 (Appleford) and a co-existent private access road and to the south and west of the Appleford Sidings Private Railway Line and to the west of the Cherwell Valley Railway Line.
- (q) Land comprising woodland, agricultural land and woodland intersecting hedgerows, (known as the Ninety Acre field), and of an easterly outer field access track, lying to the north of the Appleford Sidings Private Railway Line corridor and to the south of the B4016 and Footpath 106/8/10 (Appleford).
- (r) Land comprising frontage shrubland, lying to the north of the B4016 and to the south of a water attenuation pond, situated to the west of Bridge Farm House, Bridge House and the Cherwell Valley Railway Line at Appleford Station.
- (s) Land comprising lengths and part widths of the B4016, and of lengths of Footpaths 106/8/10 (Appleford) and Footpath 373/12/50 (Sutton Courtenay) and the whole of Footpath 373/31/10 (Sutton Courtenay), as lies to the west and north west of Appleford and Bridge Farm House, Appleford.
- (t) Agricultural land, lying to the west and south of the B4016 (and to the east of the private access road which leads southwards off the B4016 to the site of the former Didcot A Power Station), Sutton Courtenay.
- (u) Land of site of excavated gravel and sand workings and overhead carried electricity lines, lying to the north of the B4106, to the east of the private access track leading to the Pump House on the south side of the River Thames, and to the south of the River Thames, Sutton Courtenay.
- (v) Land comprising scrubland and water filled pits of excavated gravel and sand workings, lying immediately to the south of the River Thames.
- (w) Land comprising grassland, shrubland and tree planted land of Zouch Farm and of site of high top pylon and overhead carried electricity lines and length of Footpath 183/11/80 (Culham) known as the Thames Path, lying to the immediate north of the River Thames, and agricultural land corridor of Zouch Farm leading northwards to the south side of the A415 Abingdon Road and lying on the west side of the Zouch Farm Barn and outbuildings, Culham.

A415 Improvement and new A415 Clifton Hampden Bypass

- (a) Land comprising a length of the A415 Abingdon Road, from a point approximately 392 metres west of the private access track leading southwards off the A415 to the agricultural land, Farm Barn and outbuildings of Zouch Farm, eastwards to a point at the eastern curtilage of North Cottage and the western side of the Private Access Track to Fullamoor Farm (Agricultural Unit), Clifton Hampden
- (b) Agricultural/arable land, lying to the north of the A415 Abingdon Road and to the north west, north and north east of the junction of the A415 with the Access Track running southwards to Zouch Farm Barn and outbuildings.

- (c) Agricultural land, and westerly terminal length of private access track, lying to the north of the A415 Abingdon Road and to the west of the westerly arm of the Station Road highway which lies to the west of the Cherwell Valley Railway Line at Culham Station.
- (d) Land of the southern frontage of Culham No 1 Site, lying to the north of the A415 Abingdon Road, and of lengths of private access road leading to Culham No 1 Site off Station Road or as an internal cul-de-sac private access road within the Culham No 1 Site, terminating at the boundary of Station Road.
- (e) Land comprising the southern grassed and woodland planted frontage of the Culham Science Centre and of lengths of the main private access road to the Centre, Main Avenue, off the A415; of lengths of private access roads leading westwards and eastwards off Main Avenue, including the whole length of the cul-de-sac length of the Thame Lane private access road which extends north eastwards off Main Avenue; and of traversing lengths of cyclist/pedestrian private access tracks crossing the southern frontage and leading into the Culham Science Centre off the A415.
- (f) Land comprising grassland (United Kingdom Atomic Energy Authority (UKAEA)), lying to the south east of the private access road known as Thame Lane and the Culham Science Centre and to the north west of 3 and 4 Fullamoor Cottages, Clifton Hampden.
- (g) Agricultural/Arable land, lying to the north of the A415 Abingdon Road, to the south east of the private access road known as Thame Lane and the Culham Science Centre, and to the south west of the private access road to Culham Sewage Treatment Works, and of a length of the private access track comprising the access off Thame Lane private access road to the Fullamoor Farm (Agricultural Unit).
- (h) Land comprising the north west frontage of the Culham Sewage Treatment Works and of the private access track leading off Thame Lane private access road to the Treatment Works.
- (i) Land comprising shrubland, agricultural/arable land storage area and hardstanding, redundant access track off Thame Lane to site of, and land of site of, demolished farm storage buildings, and arable land, lying to the south east of Thame Lane private access road, to the north of the A415 Abingdon Road, to the north and north east of Culham Sewage Treatment Works, and generally to the west of Footpath 171/10/10 (Clifton Hampden).
- (j) Land comprising arable land and a length of Footpath 171/10/10 (Clifton Hampden), lying to the east of Culham Science Centre and the fenced periphery private access road known as Thame Lane, to the north of the A415 Abingdon Road, and to the north west of Clifton Hampden Village.
- (k) Agricultural/arable land of Home Farm, lying to the west of the B4015 Oxford Road and to the north and north west of Home Farm House, and of lengths of traversing Footpaths 171/6/10 (Clifton Hampden), 171/3/30 (Clifton Hampden), 171/3/20 (Clifton Hampden), and the whole of Footpath 171/5/10 (Clifton Hampden), Clifton Hampden.
- (l) Land comprising a length of the B4015 Oxford Road, from a point at the junction with Footpath 171/14/10 (Clifton Hampden), northwards, then north eastwards to a point approximately 240 metres north east of the junction of the B4015 with the private access road to The Coppice and The Old Stables, Clifton Hampden.
- (m) Land comprising part of woodland planted frontage and part access road, at the junction of the B4015 Oxford Road with the private access road to The Coppice and The Old Stables, Clifton Hampden.

THE NEW RIGHTS to be compulsorily acquired, over 3.44 hectares of land, are described in the Schedule to the Order and are shown coloured blue on the associated Order Map (Sheets 1, 4, 8, 9,

10, 11, and 13). They are sought over the access road to Milton Heights Service Station; the access road to the Premier Inn – Oxford South (Didcot) and The Applecart Beefeater car park (Sheet 1); over the Great Western Railway Line corridor and the Classified Unnumbered Milton Road, just to the south east of the private access road off Milton Road to the Didcot B Power Station and the site of the former Didcot A Power Station (Sheet 4); over land lying to south of Hartwright House (Sheet 8); over land of a drainage ditch, lying to the north east of Hartwright House and of the north east corner of an agricultural attenuation pond lying to the north east of Hartwright House (Sheet 9); over land of the Appleford Sidings Private Railway corridor, and of woodland lying to south thereof lying to the east of and leading to an existing attenuation pond (Sheet 9); over land of an easterly lying field track corridor, lying to the north of the Appleford Sidings Private Railway corridor, to the south of the B4016 and to the west of the Cherwell Valley Railway Line (Sheet 10); land lying to the south of the B4016, just west of Bridge Farm House and Bridge House (Sheet 11); land lying immediately east of the B4016, opposite the junction of the B4016 with Footpath 373/12/50 (Sutton Courtenay) (Sheet 12); and land over the River Thames navigable waterway and of agricultural land lying to the south and to the north thereof (Sheet 13). The rights include one or more of the rights listed below, not all of which relate to each particular area of the aforementioned land –

Right	Nature of New Right to be compulsorily acquired
1	<p>ACCESS AND GENERAL CONSTRUCTION</p> <p>To enter the land at all times (with or without vehicles, machinery, equipment, plant and materials) for all purposes necessary in connection with the surveying, demolition, construction, maintenance, inspection, use, renewal, repair, reinstatement, cleaning, decoration, connection, removal and replacement of land, property, structures and buildings adjacent to or abutting the land and the right to manage access to such parts of the land to accord with safe working practices (but without requiring exclusive possession of such land) including entering onto land, property, structures and buildings to make good and carry out protective works, boundary treatment works, to re-grade, re-surface and landscape land, carry out support works from properties adjoining the land and to carry out accommodation and reconfiguration works to land where access is reconfigured in order to modify the retained land so that it can be brought back into beneficial use.</p>
2	<p>OVERSAIL</p> <p>To oversail and/or sail a crane or cranes (including, but not limited to, mobile crane platforms, jibs and booms and all associated equipment), loaded or unloaded through the airspace over the land and/or water together with the right to temporarily set up exclusion zones for public safety and to accord with safe construction practices.</p>

3	SCAFFOLDING/HOARDING/SAFETY FENCING To erect, secure, use, decorate, clean, maintain, repair, renew, replace and take support for scaffolding and/or hoardings and/or safety fencing (including signage) on land or land adjoining or abutting the boundaries of the land for the purpose of construction, demolition, maintenance, inspection and repair of land, highways and structures adjacent to or abutting the land, including but not limited to cradle scaffolding for the survey, construction, inspection and ongoing maintenance of any bridge structure.
4	UTILITY SERVICES To disconnect, install, lay, strengthen, connect to, divert, alter, use, maintain, repair, replace, renew, inspect and remove the utility services in, over or under the land as necessary and to make good any damage caused in connection with the exercise of these rights.
5	AMENDMENTS TO ACCESS/EGRESS ARRANGEMENTS To alter, divert, replace and/or remove access/egress routes (either on a temporary or permanent basis) forming part of or used by the land whilst always providing an alternative means of access/egress from the land whilst carrying out such works and to grant rights for owners and occupiers of land to use said access/egress routes.
6	FUTURE INSPECTIONS AND MAINTENANCE To enter the land at all times (with or without vehicles, machinery, equipment, plant and materials) for all purposes necessary in connection with the maintenance and inspection of the new and/or improved roads, including any road bridge structures to be constructed, together with any ancillary support structures, drains, earthworks, scour protection measures, structural connections and components, bridge abutments and bridge deck or other structures or development on the land.
7	CONDITION SURVEYS To enter the land on foot only and temporarily remain on the land for the purposes of carrying out non-intrusive condition surveys in accordance with safe working practices and to document the condition of the land before, during and after development, if so necessary.
8	DELIVERIES To access the land at all times (with or without vehicles, machinery, equipment, plant and materials) for the purposes of delivery, removing and sorting materials, plant and machinery, and the right (from time to time) to create, divert and/or otherwise manage pedestrian and vehicular access to, on and across land to facilitate the delivery of the scheme (including the ongoing maintenance and inspection of the scheme) and to accord with safe working practices.
9	DISCHARGE OF WATER To carry out initial excavation and construction of a discharge pipe and outfall and to discharge uncontaminated surface waters, land drainage waters and waters from highway drains into the new watercourse channel outfall to be constructed as part of the scheme or into existing ponds, ditches and drains (as the case may be) in land adjoining or lying near to the highways, in order to enable satisfactory operation of the channel outfall, including the provision of access for construction, maintenance, inspection, use, renewal, repair, reinstatement and cleaning of the discharge pipe and outfall.
10	ECOLOGICAL MITIGATION The right of access with or without vehicles, plant and machinery to carry out, maintain, and inspect ecological and environmental mitigation works including non-intrusive surveys and including (as necessary) the installation, inspection, repair and maintenance of landscape fencing, and implementation of measures for the protection of species including but not limited to Badgers, Great Crested Newts, Riparian mammals (Water Voles and Otters) and Bats, which are to be agreed with Natural England in advance of any permitted works.

11	RAIL BRIDGE CONSTRUCTION The right to carry out construction works above and around railway lines in connection with the construction of new road bridges crossing railways, including pilings, reinforcement structures, foundations and drainage.
12	RAILWAY ACCESS The right of access with or without vehicles, plant and machinery over the railway crossing in connection with the temporary storage and removal of construction materials plant and equipment on the Acquiring Authority's adjoining land, including the right to construct, repair and maintain a new temporary reinforced railway crossing platform with a right of support for the crossing.
13	WATERWAY BRIDGE CONSTRUCTION The right to carry out construction works above and around the navigable River Thames in connection with the construction of a new road bridge crossing the River Thames, including pilings and reinforcement structures.
14	RIVER/ WATER CHANNEL BANK ACCESS The right of access with or without vehicles, plant and machinery over the banks of any River/water channel/drain in the land in connection with improvement works to any River/water channel/drains and its embankments, including reinforcement works necessary as a result of the constructed or improved highways.
15	BRIDGE MAINTENANCE The permanent right to access the land around and under the bridge structure and the bridge itself for the purposes of inspection, repair, maintenance and, where necessary, reconstruction of the bridge structure as may be necessary.

A. Bradley

Signed:
Anita Bradley
 Director of Law & Governance and Monitoring Officer
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THE OXFORDSHIRE COUNTY COUNCIL
(DIDCOT GARDEN TOWN HIGHWAYS INFRASTRUCTURE – A4130 IMPROVEMENT (MILTON GATE TO COLLETT ROUNDABOUT), A4197 DIDCOT TO CULHAM LINK ROAD, AND A415 CLIFTON HAMPDEN BYPASS) COMPULSORY PURCHASE ORDER 2022

The Highways Act 1980
and The Acquisition of Land Act 1981

COMPULSORY PURCHASE OF LAND AND NEW RIGHTS ALONG AND ADJACENT TO A HIGHWAYS AND PROPOSED HIGHWAYS ROUTE CORRIDOR, FROM A POINT ON THE A4130 PRINCIPAL ROAD APPROXIMATELY 38 METRES SOUTH WEST OF ITS JUNCTION WITH MILTON GATE, EASTWARDS, SOUTH EASTWARDS, GENERALLY NORTH EASTWARDS, CROSSING OVER THE A4130 PRINCIPAL ROAD, THE GREAT WESTERN RAILWAY LINE AND THE CLASSIFIED UNNUMBERED MILTON ROAD ON BRIDGE, TO THE JUNCTION OF THE A4130 WITH COLLETT (OVER THIS LENGTH BEING IMPROVED AND NEW LENGTHS OF THE A4130 PRINCIPAL ROAD); NORTHWARDS, NORTH WESTWARDS, THEN NORTHWARDS, CROSSING OVER THE NAVIGABLE WATERS OF THE RIVER THAMES ON BRIDGE, TO THE JUNCTION OF THE A415 ABINGDON ROAD (OVER THIS LENGTH BEING A NEW LENGTH OF THE PROPOSED A4197 DIDCOT TO CULHAM LINK ROAD); EASTWARDS, FROM A NEW ROUNDABOUT JUNCTION ON THE A415 AT THE NORTHERN END OF THE A4197 LINK ROAD, ALONG THE A415 ABINGDON ROAD TO A NEW A415 ROUNDABOUT, TO THE SOUTH EAST OF CULHAM NO 1 SITE AND THE SOUTH WEST OF CULHAM SCIENCE CENTRE, THEN NORTH EASTWARDS AS A NEW A415 ROUTE AND BYPASS OF CLIFTON HAMPDEN, TERMINATING ON THE B4015 OXFORD ROAD, TO THE NORTH OF CLIFTON HAMPDEN VILLAGE (OVER THIS LENGTH BEING IMPROVED AND NEW LENGTHS OF THE A415 PRINCIPAL ROAD).

1. Notice is hereby given that Oxfordshire County Council has made The Oxfordshire County Council (Didcot Garden Town Highways Infrastructure – A4130 Improvement (Milton Gate to Collett Roundabout), A4197 Didcot to Culham Link Road, and A415 Clifton Hampden Bypass) Compulsory Purchase Order 2022 under Sections 239, 240, 246, 250 and 260 of the Highways Act 1980 (as amended) and Parts II and III of Schedule 2, and Schedule 3 to the Acquisition of Land Act 1981. It is about to submit this Order to the Secretary of State for Transport for confirmation, and if confirmed, the Order will authorise Oxfordshire County Council to purchase compulsorily the land and the new rights described below for the purposes of: -

(1) the improvement of the A4130 Principal Road –

- (a) from a point approximately 38 metres south west of its junction with Milton Gate, generally eastwards, to and including a new roundabout junction to be located to the east of the junction of the A4130 Principal Road with the private access track, known as former Backhill Lane, then generally eastwards, to and including a new roundabout junction to be located some 142 metres east of the junction of the A4130 Principal Road with Bridleway 243/1/10 (Harwell)/Cow Lane, then generally eastwards for 208 metres, to a point 160 metres east of the proposed A4130 roundabout; and
- (b) from a point approximately 110 metres north of its roundabout junction with Hawksworth, north eastwards to and including an enlarged roundabout junction with Collett, then eastwards for a distance of approximately 193 metres to the west side of the Cherwell Valley Railway Line corridor at Didcot North Junction;

(2) the construction of a highway, as the proposed A4130 Principal Road, from a point on the existing A4130 Principal Road at its proposed roundabout junction to be located some 142

metres east of the junction of the A4130 Principal Road with Bridleway 243/1/10 (Harwell)/Cow Lane, generally south eastwards, for a distance of 260 metres to and including a new roundabout junction, to be known as the A4130 Science Bridge Roundabout, then north eastwards, crossing over the A4130 Principal Road, the Great Western Railway Line and the Classified Unnumbered Milton Road on bridge, then north eastwards, to junction with the A4130 Principal Road, approximately 110 metres north of the A4130/Hawksworth roundabout junction;

- (3) the construction of a highway, as the A4197 Principal Road, from its junction with the A4130 enlarged roundabout junction with Collett, northwards, crossing over a private Railway Line, known as the Appleford Sidings, on bridge, to the general north north-west of Appleford Level Crossing, then generally north north-westwards, passing to the west of Appleford, to and including a new Sutton Courtenay roundabout junction with the B4016 on the south side of the River Thames, then northwards on viaduct, crossing over the River Thames on bridge, then northwards, to its junction with the A415 Abingdon Road, at a new Abingdon Roundabout junction, just to the north of the agricultural outbuildings of Zouch Farm;
- (4) the improvement of the A415 Abingdon Road Principal Road from a point approximately 392 metres west of its junction with the private access track to the agricultural outbuildings of Zouch Farm, eastwards to and including a new Abingdon Roundabout junction, located just to the north west of the aforementioned access track, then eastwards to a point approximately 250 metres east of its bridge crossing over the Cherwell Valley Railway Line at Culham Station;
- (5) the construction of a highway, as the A415 Clifton Hampden Bypass, from a point on the A415 Abingdon Road approximately 250 metres east of its bridge crossing over the Cherwell Valley Railway Line at Culham Station, eastwards to and including a new roundabout junction lying to the south east of Culham No 1 Site and to the south west of Culham Science Centre, then north eastwards, passing on the north west side of Fullamoor Farm (Agricultural Unit) and Culham Sewage Treatment Works, then north eastwards, passing to the north west and north of Clifton Hampden, to its junction with the B4015 Oxford Road, at a point approximately 320 metres north its junction with the Private Access Track to Home Farm House and Fig Tree Barn, at Clifton Hampden;
- (6) the construction of highways, the improvement of highways, and the provision of new means of access to premises in pursuance of The Oxfordshire County Council (Didcot Garden Town Highways Infrastructure – A4130 Improvement (Milton Gate to Collett Roundabout), A4197 Didcot to Culham Link Road, and A415 Clifton Hampden Bypass) (Side Roads) Order 2022;
- (7) the carrying out of works on watercourses, including the diversion of non-navigable watercourses, in connection with the construction and improvement of highways and the provision of new means of access to premises as aforesaid;
- (8) use by the acquiring authority in connection with the construction and improvement of highways and the provision of new means of access to premises as aforesaid;
- (9) the improvement or development of frontages to the above-mentioned new and existing highways or of the land adjoining or adjacent thereto; and
- (10) mitigating the adverse effect which the existence or use of the highways to be constructed or improved will have on the surroundings thereof.

2. A copy of the Order and of the accompanying Order Map (Sheets 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 13A, 14, 15, 16, 17, 18, and 19) may be seen at all reasonable hours at –
- Oxfordshire County Council, County Hall, Oxford OX1 1DJ
(Monday – Thursday 8:30 a.m. – 5:00 p.m.; and Friday 8:30 a.m. – 4:30 p.m.)
 - Didcot Library, 197 Broadway, Didcot OX11 8RU
(Monday – 1:00 p.m. – 7:00 p.m.; Tuesday – 9:00 a.m. – 7:00 p.m.; Wednesday – 9:00 a.m. – 5:30 p.m.; Thursday – 9:00 a.m. – 5:30 p.m.; Friday – 9:00 a.m. – 7:00 p.m.; and Saturday – 9:00 a.m. – 4:30 p.m.; Sunday – Closed)
 - Abingdon Library, The Charter, Abingdon OX14 3LY
(Monday – 9:00 a.m. – 7:00 p.m.; Tuesday – 9:00 a.m. – 7:00 p.m.; Wednesday – 9:00 a.m. – 7:00 p.m.; Thursday – 9:00 a.m. – 1:00 p.m.; Friday – 9:00 a.m. – 7:00 p.m.; and Saturday – 9:00 a.m. – 4:30 p.m.; Sunday – Closed)
 - Berinsfield Library, Green Furlong Berinsfield, Wallingford OX10 7NR
(Monday – Closed; Tuesday – 10:00 a.m. – 1:00 p.m. and 2:00 p.m. – 5:30 p.m.; Wednesday – 10:00 a.m. – 1:00 p.m. and 2:00 p.m. – 5:30 p.m.; Thursday – 2:00 p.m. – 5:30 p.m.; Friday – 10:00 a.m. – 1:00 p.m. and 2:00 p.m. – 5:30 p.m.; and Saturday – 10:00 a.m. – 12:30 p.m.; Sunday – Closed)

In addition, a copy of the Order and its Order Map (Sheets 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 13A, 14, 15, 16, 17, 18, and 19) have been made available online on the Council's website at:

www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/didcot-and-area-improvements

3. If no relevant objection as defined in Section 13(6) of the Acquisition of Land Act 1981 is made, or if all such objections made are withdrawn, or if the confirming authority is satisfied that every objection made relates exclusively to matters of compensation which can be dealt with by the Upper Tribunal (Lands Chamber), the confirming authority may confirm the Order with or without modifications.

4. In any other case where a relevant objection has been made which is not withdrawn or disregarded, the confirming authority is required, before confirming the Order either –

- (i) to cause a public local inquiry to be held; or
- (ii) to afford to the objector an opportunity of appearing before and being heard by a person appointed by the confirming authority for the purpose; or
- (iii) with the consent of the objector to follow a written representations procedure.

5. The confirming authority may then, after considering the objection and the report of the person who held the inquiry or hearing or considered the written representations, confirm the Order with or without modifications. In the event that there is no objection, whether by a qualifying person or otherwise, the confirming authority may in certain circumstances permit the acquiring authority to determine confirmation of the Order.

6. Any objection to the Order may be made in writing to the Secretary of State for Transport, Department for Transport, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR or by email to nationalcasework@dft.gov.uk before 22 March 2023, and should state the title of the Order, the grounds of the objection and the

objector's address and interests in the land. It should be noted that your personal data and correspondence will be passed by the Secretary of State for Transport to the Acquiring Authority to enable your objection to be considered. Where the Order becomes the subject of Public Local Inquiry procedures, all correspondence is copied to the Inspector conducting the Inquiry and will be kept in the Public Inquiry library, where it is made available for public access. If you do not wish your personal data to be forwarded, please state your reasons when submitting your objection and the Secretary of State will copy your representations, with your name and address removed, to the Acquiring Authority and if there is to be a Public Local Inquiry they will be seen by the Inspector, who may give them less weight as a result.

DESCRIPTION OF THE LAND AND THE NEW RIGHTS

The total area of land which is to be acquired, or land over which rights are to be acquired, is 135.73 hectares.

THE LAND to be compulsorily acquired, comprising 132.29 hectares, is described in the Schedule to the Order and is shown coloured pink on the associated Order Map (Sheets 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 13A, 14, 15, 16, 17, 18, and 19).

The land corridor is approximately 11 kilometres in length, from just south west of the junction of the A4130 Principal Road with Milton Gate, in the south, to a point on the B4015 Oxford Road 320 metres north east of its junction with the Private Access Road to Home Farm House and Fig Tree Barn, Clifton Hampden, in the north. It follows the general route of the new improved and new Classified Roads described in paragraph 1 (1) – (5) above and also includes lands to either side thereof.

From south to north, the land comprises –

A4130 Improvement and new A4130 Length

- (a) Land of the A4130 Principal Road, from just south west of its junction with Milton Gate, to west of the junction of the A4130 with Sir Frank Williams Avenue, and lying to the south of the Great Western Railway Line corridor and the site of the former Didcot A Power Station.
- (b) Agricultural land/prospective development land, lying to the south of the A4130 Principal Road and the Milton Park Business, Science and Technology Park, together with crossing private access tracks (former Backhill Lane, Backhill Lane, and other access tracks, and Meadow Lane) and lengths of Footpath 299/10/20 (Milton (Abingdon)), Footpath 243/3/10 (Harwell), and Bridleway 243/1/10 (Harwell)/Cow Lane.
- (c) Parts of the Great Western Railway Line corridor, lying to the south east of the junction of the Classified Unnumbered Milton Road with the Private Road to Didcot B Power Station and the site of the former Didcot A Power Station.
- (d) A length of the Private Road to Didcot B Power Station and the Site of former Didcot A Power Station, which extends north westwards from its junction with the Classified Unnumbered Milton Road.
- (e) Land of the site of the former Didcot A Power Station/development land, lying to the north of the Classified Unnumbered Milton Road and the Great Western Railway Line corridor.
- (f) Land of the RWE Generation UK Ltd car park, private access roads Purchas Road and Chimney Road and of other crossing access tracks, site outbuildings, and of site attenuation ponds, of the eastern part of the site of the former Didcot A Power Station, lying to the north west and north of the

Trident Business Park and to the north west of the A4130 and its roundabout junction with Hawksworth.

- (g) Land of the A4130 Principal Road, from and including its roundabout junction with Hawksworth, north eastwards, then eastwards, to and including its roundabout junction with Collett, then eastwards to the western side of the Cherwell Valley Railway Line, at Didcot North Junction.
- (h) Land comprising a length of Bridleway 373/24/40 (Sutton Courtenay) and National Cycle Network 5 route, extending northwards off the A4130/Hawksworth roundabout.
- (i) Land of the highway Collett, on the south side of the A4130 Principal Road.
- (j) Agricultural land, lying to the north west and north of the A4130 Principal Road, between its roundabout junction with Hawksworth and its roundabout junction with Collett and agricultural land lying to the north of the A4130 Principal Road, to east of the A4130 roundabout junction with Collett and to the west of the Cherwell Valley Railway Line at Didcot North Junction.

New A4197 Didcot to Culham Link Road

- (a) Land comprising the whole of Bridleway 106/3/10 (Appleford), from its junction with the A4130 Principal Road Collett roundabout, northwards to its junction with Restricted Byway 106/4/10 (Appleford) just west of the Cherwell Valley Railway Line at Appleford Level Crossing.
- (b) Land of a co-existent private access road, with Bridleway 106/3/10 (Appleford) mentioned in (a) above, between Collett roundabout and the junction with Restricted Byway 106/4/10 (Appleford); of two lengths of an easterly lying private access road (haul road), extending off the eastern side of the main private access road/co-existent Bridleway 106/3/10 (Appleford), at points just to the north of the A4130 Collett roundabout junction, and just to the north of Hartwright House and its fishing pond; of another length of private access road, which runs north westwards, co-existent with Restricted Byway 106/4/10 (Appleford), from the western side of the Cherwell Valley Railway Line at Appleford Level Crossing to a point lying to the south east of the FCC Environment Waste Transfer Station; and of a length of private access road, which lies to the west of Level Crossing Cottage.
- (c) Agricultural land, lying to the east and west of Bridleway 106/3/10 (Appleford) and its co-existent private access road.
- (d) Residential curtilage, garden, and private driveway, of Hill Farm Cottage, lying to the west of Bridleway 106/3/10 (Appleford) and its co-existent private access road.
- (e) Land comprising a length of a easterly lying private access road/Haul Road, lying at the south east corner of the site of the former J James Ltd Pallets & Wood Recycling site.
- (f) Land of the site of the former J James Ltd Pallets & Wood Recycling site, lying to the east of Bridleway 106/3/10 (Appleford) and its co-existent private access road.
- (g) Land comprising western and northern curtilage of cleared site of commercial/industrial buildings, lying to east of Bridleway 106/3/10 (Appleford) and its co-existent private access road and to the south of Hartwright House.
- (h) Land comprising grassland and scrubland, lying to the west of a westerly lying private access road/co-existent length of Bridleway 106/3/10 (Appleford), lying to the north of the northern curtilage boundary of Hill Farm Cottage and extending northwards from the former J James Ltd Pallets and Wood Recycling site to Hartwright House.
- (i) Agricultural land, lying to the east of a easterly lying private access road/Haul Road and to the south of a large agricultural land pond lying to the east of the southern end of Hartwright House fishing pond.

- (j) Land comprising the eastern curtilage of a disused quarry/restored after use landfill site, lying to the west of Bridleway 106/3/10 (Appleford)/co-existent private access road, lying to the west and north west of Hartwright House.
- (k) Land comprising the western curtilage of and part pond of the Hartwright House fishing pond, lying to the east of Bridleway 106/3/10 (Appleford)/co-existent private access road and lying to the north of Hartwright House.
- (l) Land comprising the southern, eastern, western and northern pond edges and of grassed and shrub planted curtilages thereof, of disused quarry/restored after use landfill site balancing pond, lying to the south east of the FCC Environment Waste Transfer Station, to the south of Restricted Byway 106/4/10 (Appleford) and a co-existent private access road and Appleford Sidings Private Railway Line and to the west of the Cherwell Valley Railway Line and Bridleway 106/3/10 (Appleford)/co-existent private access road.
- (m) Land comprising the eastern grassland and scrubland curtilage of disused quarry/restored after use landfill site, lying to the south east of the FCC Environment Waste Transfer Station, to the south of Restricted Byway 106/4/10 (Appleford) and a co-existent private access road and to the west of the main body of water of the site's large balancing pond.
- (n) Agricultural land and part north east corner of agricultural land attenuation pond, lying to the north east of Hartwright House and to the east of the northern end of its fishing pond.
- (o) Land comprising grassland and shrubland, lying to the east of Bridleway 106/3/10 (Appleford)/co-existent private access road and to the south and east of Level Crossing Cottage.
- (p) Grassland, scrubland, woodland and part drainage attenuation pond, lying to the north of Restricted Byway 106/4/10 (Appleford) and a co-existent private access road and to the south and west of the Appleford Sidings Private Railway Line and to the west of the Cherwell Valley Railway Line.
- (q) Land comprising woodland, agricultural land and woodland intersecting hedgerows, (known as the ninety acre field), and of an easterly outer field access track, lying to the north of the Appleford Sidings Private Railway Line corridor and to the south of the B4016 and Footpath 106/8/10 (Appleford).
- (r) Land comprising frontage shrubland, lying to the north of the B4016 and to the south of a water attenuation pond, situated to the west of Bridge Farm House, Bridge House and the Cherwell Valley Railway Line at Appleford Station.
- (s) Land comprising lengths and part widths of the B4016, and of lengths of Footpaths 106/8/10 (Appleford) and Footpath 373/12/50 (Sutton Courtenay) and the whole of Footpath 373/31/10 (Sutton Courtenay), as lies to the west and north west of Appleford and Bridge Farm House, Appleford.
- (t) Agricultural land, lying to the west and south of the B4016 (and to the east of the private access road which leads southwards off the B4016 to the site of the former Didcot A Power Station), Sutton Courtenay.
- (u) Land of site of excavated gravel and sand workings and overhead carried electricity lines, lying to the north of the B4106, to the east of the private access track leading to the Pump House on the south side of the River Thames, and to the south of the River Thames, Sutton Courtenay.
- (v) Land comprising scrubland and water filled pits of excavated gravel and sand workings, lying immediately to the south of the River Thames.
- (w) Land comprising grassland, shrubland and tree planted land of Zouch Farm and of site of high top pylon and overhead carried electricity lines and length of Footpath 183/11/80 (Culham)

known as the Thames Path, lying to the immediate north of the River Thames, and agricultural land corridor of Zouch Farm leading northwards to the south side of the A415 Abingdon Road and lying on the west side of the Zouch Farm Barn and outbuildings, Culham.

A415 Improvement and new A415 Clifton Hampden Bypass

- (a) Land comprising a length of the A415 Abingdon Road, from a point approximately 392 metres west of the private access track leading southwards off the A415 to the agricultural land, Farm Barn and outbuildings of Zouch Farm, eastwards to a point at the eastern curtilage of North Cottage and the western side of the Private Access Track to Fullamoor Farm (Agricultural Unit), Clifton Hampden
- (b) Agricultural/arable land, lying to the north of the A415 Abingdon Road and to the north west, north and north east of the junction of the A415 with the Access Track running southwards to Zouch Farm Barn and outbuildings.
- (c) Agricultural land, and westerly terminal length of private access track, lying to the north of the A415 Abingdon Road and to the west of the westerly arm of the Station Road highway which lies to the west of the Cherwell Valley Railway Line at Culham Station.
- (d) Land of the southern frontage of Culham No 1 Site, lying to the north of the A415 Abingdon Road, and of lengths of private access road leading to Culham No 1 Site off Station Road or as an internal cul-de-sac private access road within the Culham No 1 Site, terminating at the boundary of Station Road.
- (e) Land comprising the southern grassed and woodland planted frontage of the Culham Science Centre and of lengths of the main private access road to the Centre, Main Avenue, off the A415; of lengths of private access roads leading westwards and eastwards off Main Avenue, including the whole length of the cul-de-sac length of the Thame Lane private access road which extends north eastwards off Main Avenue; and of traversing lengths of cyclist/pedestrian private access tracks crossing the southern frontage and leading into the Culham Science Centre off the A415.
- (f) Land comprising grassland (United Kingdom Atomic Energy Authority (UKAEA)), lying to the south east of the private access road known as Thame Lane and the Culham Science Centre and to the north west of 3 and 4 Fullamoor Cottages, Clifton Hampden.
- (g) Agricultural/Arable land, lying to the north of the A415 Abingdon Road, to the south east of the private access road known as Thame Lane and the Culham Science Centre, and to the south west of the private access road to Culham Sewage Treatment Works, and of a length of the private access track comprising the access off Thame Lane private access road to the Fullamoor Farm (Agricultural Unit).
- (h) Land comprising the north west frontage of the Culham Sewage Treatment Works and of the private access track leading off Thame Lane private access road to the Treatment Works.
- (i) Land comprising shrubland, agricultural/arable land storage area and hardstanding, redundant access track off Thame Lane to site of, and land of site of, demolished farm storage buildings, and arable land, lying to the south east of Thame Lane private access road, to the north of the A415 Abingdon Road, to the north and north east of Culham Sewage Treatment Works, and generally to the west of Footpath 171/10/10 (Clifton Hampden).
- (j) Land comprising arable land and a length of Footpath 171/10/10 (Clifton Hampden), lying to the east of Culham Science Centre and the fenced periphery private access road known as Thame Lane, to the north of the A415 Abingdon Road, and to the north west of Clifton Hampden Village.
- (k) Agricultural/arable land of Home Farm, lying to the west of the B4015 Oxford Road and to the north and north west of Home Farm House, and of lengths of traversing Footpaths 171/6/10 (Clifton

Hampden), 171/3/30 (Clifton Hampden), 171/3/20 (Clifton Hampden), and the whole of Footpath 171/5/10 (Clifton Hampden), Clifton Hampden.

- (l) Land comprising a length of the B4015 Oxford Road, from a point at the junction with Footpath 171/14/10 (Clifton Hampden), northwards, then north eastwards to a point approximately 240 metres north east of the junction of the B4015 with the private access road to The Coppice and The Old Stables, Clifton Hampden.
- (m) Land comprising part of woodland planted frontage and part access road, at the junction of the B4015 Oxford Road with the private access road to The Coppice and The Old Stables, Clifton Hampden.

THE NEW RIGHTS to be compulsorily acquired, over 3.44 hectares of land, are described in the Schedule to the Order and are shown coloured blue on the associated Order Map (Sheets 1, 4, 8, 9, 10, 11, and 13). They are sought over the access road to Milton Heights Service Station; the access road to the Premier Inn – Oxford South (Didcot) and The Applecart Beefeater car park (Sheet 1); over the Great Western Railway Line corridor and the Classified Unnumbered Milton Road, just to the south east of the private access road off Milton Road to the Didcot B Power Station and the site of the former Didcot A Power Station (Sheet 4); over land lying to south of Hartwright House (Sheet 8); over land of a drainage ditch, lying to the north east of Hartwright House and of the north east corner of an agricultural attenuation pond lying to the north east of Hartwright House (Sheet 9); over land of the Appleford Sidings Private Railway corridor, and of woodland lying to south thereof lying to the east of and leading to an existing attenuation pond (Sheet 9); over land of an easterly lying field track corridor, lying to the north of the Appleford Sidings Private Railway corridor, to the south of the B4016 and to the west of the Cherwell Valley Railway Line (Sheet 10); land lying to the south of the B4016, just west of Bridge Farm House and Bridge House (Sheet 11); land lying immediately east of the B4016, opposite the junction of the B4016 with Footpath 373/12/50 (Sutton Courtenay) (Sheet 12); and land over the River Thames navigable waterway and of agricultural land lying to the south and to the north thereof (Sheet 13). The rights include one or more of the rights listed below, but not all of which relate to each particular area of the aforementioned land –

Right	Nature of New Right to be compulsorily acquired
1	<p>ACCESS AND GENERAL CONSTRUCTION</p> <p>To enter the land at all times (with or without vehicles, machinery, equipment, plant and materials) for all purposes necessary in connection with the surveying, demolition, construction, maintenance, inspection, use, renewal, repair, reinstatement, cleaning, decoration, connection, removal and replacement of land, property, structures and buildings adjacent to or abutting the land and the right to manage access to such parts of the land to accord with safe working practices (but without requiring exclusive possession of such land) including entering onto land, property, structures and buildings to make good and carry out protective works, boundary treatment works, to re-grade, re-surface and landscape land, carry out support works from properties adjoining the land and to carry out accommodation and reconfiguration works to land where access is reconfigured in order to modify the retained land so that it can be brought back into beneficial use.</p>
2	<p>OVERSAIL</p> <p>To oversail and/or sail a crane or cranes (including, but not limited to, mobile crane platforms, jibs and booms and all associated equipment), loaded or unloaded through the airspace over the land and/or water together with the right to temporarily set up exclusion zones for public safety and to accord with safe construction practices.</p>

3	<p>SCAFFOLDING/HOARDING/SAFETY FENCING</p> <p>To erect, secure, use, decorate, clean, maintain, repair, renew, replace and take support for scaffolding and/or hoardings and/or safety fencing (including signage) on land or land adjoining or abutting the boundaries of the land for the purpose of construction, demolition, maintenance, inspection and repair of land, highways and structures adjacent to or abutting the land, including but not limited to cradle scaffolding for the survey, construction, inspection and ongoing maintenance of any bridge structure.</p>
4	<p>UTILITY SERVICES</p> <p>To disconnect, install, lay, strengthen, connect to, divert, alter, use, maintain, repair, replace, renew, inspect and remove the utility services in, over or under the land as necessary and to make good any damage caused in connection with the exercise of these rights.</p>
5	<p>AMENDMENTS TO ACCESS/EGRESS ARRANGEMENTS</p> <p>To alter, divert, replace and/or remove access/egress routes (either on a temporary or permanent basis) forming part of or used by the land whilst always providing an alternative means of access/egress from the land whilst carrying out such works and to grant rights for owners and occupiers of land to use said access/egress routes.</p>
6	<p>FUTURE INSPECTIONS AND MAINTENANCE</p> <p>To enter the land at all times (with or without vehicles, machinery, equipment, plant and materials) for all purposes necessary in connection with the maintenance and inspection of the new and/or improved roads, including any road bridge structures to be constructed, together with any ancillary support structures, drains, earthworks, scour protection measures, structural connections and components, bridge abutments and bridge deck or other structures or development on the land.</p>
7	<p>CONDITION SURVEYS</p> <p>To enter the land on foot only and temporarily remain on the land for the purposes of carrying out non-intrusive condition surveys in accordance with safe working practices and to document the condition of the land before, during and after development, if so necessary.</p>
8	<p>DELIVERIES</p> <p>To access the land at all times (with or without vehicles, machinery, equipment, plant and materials) for the purposes of delivery, removing and sorting materials, plant and machinery, and the right (from time to time) to create, divert and/or otherwise manage pedestrian and vehicular access to, on and across land to facilitate the delivery of the scheme (including the ongoing maintenance and inspection of the scheme) and to accord with safe working practices.</p>

9	DISCHARGE OF WATER To carry out initial excavation and construction of a discharge pipe and outfall and to discharge uncontaminated surface waters, land drainage waters and waters from highway drains into the new watercourse channel outfall to be constructed as part of the scheme or into existing ponds, ditches and drains (as the case may be) in land adjoining or lying near to the highways, in order to enable satisfactory operation of the channel outfall, including the provision of access for construction, maintenance, inspection, use, renewal, repair, reinstatement and cleaning of the discharge pipe and outfall.
10	ECOLOGICAL MITIGATION The right of access with or without vehicles, plant and machinery to carry out, maintain, and inspect ecological and environmental mitigation works including non-intrusive surveys and including (as necessary) the installation, inspection, repair and maintenance of landscape fencing, and implementation of measures for the protection of species including but not limited to Badgers, Great Crested Newts, Riparian mammals (Water Voles and Otters) and Bats, which are to be agreed with Natural England in advance of any permitted works.
11	RAIL BRIDGE CONSTRUCTION The right to carry out construction works above and around railway lines in connection with the construction of new road bridges crossing railways, including pilings, reinforcement structures, foundations and drainage.
12	RAILWAY ACCESS The right of access with or without vehicles, plant and machinery over the railway crossing in connection with the temporary storage and removal of construction materials plant and equipment on the Acquiring Authority's adjoining land, including the right to construct, repair and maintain a new temporary reinforced railway crossing platform with a right of support for the crossing.
13	WATERWAY BRIDGE CONSTRUCTION The right to carry out construction works above and around the navigable River Thames in connection with the construction of a new road bridge crossing the River Thames, including pilings and reinforcement structures.
14	RIVER/ WATER CHANNEL BANK ACCESS The right of access with or without vehicles, plant and machinery over the banks of any River/water channel/drain in the land in connection with improvement works to any River/water channel/drains and its embankments, including reinforcement works necessary as a result of the constructed or improved highways.
15	BRIDGE MAINTENANCE The permanent right to access the land around and under the bridge structure and the bridge itself for the purposes of inspection, repair, maintenance and, where necessary, reconstruction of the bridge structure as may be necessary.

A. Bradley

Signed:
Anita Bradley
Director of Law & Governance and Monitoring Officer
Customers, Culture and Corporate Services
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1DJ

20 January 2023

OXFORDSHIRE COUNTY COUNCIL

HIGHWAYS ACT 1980

THE OXFORDSHIRE COUNTY COUNCIL (DIDCOT TO CULHAM THAMES BRIDGE) SCHEME 2022

THE OXFORDSHIRE COUNTY COUNCIL (DIDCOT GARDEN TOWN HIGHWAYS INFRASTRUCTURE – A4130 IMPROVEMENT (MILTON GATE TO COLLETT ROUNABOUT), A4197 DIDCOT TO CULHAM LINK ROAD, AND A415 CLIFTON HAMPDEN BYPASS) (SIDE ROADS) ORDER 2022

Oxfordshire County Council (“the Council”) hereby gives notice that it has made, and is about to submit to the Secretary of State for Transport for confirmation –

- (1) A Scheme under Section 106(3) of the Highways Act 1980, which will authorise Oxfordshire County Council to construct a 65 metres single span Bridge over the navigable waters of the River Thames, clearing entirely the navigable waterway, and having a headway of 4.7 metres, based on the proposed soffit level of 51.502 metres AOD, over the standard headwater level at Clifton Lock of 46.802 metres AOD, as part of the highway which it is proposing to construct between the A4130 at Didcot in the south and the A415 at Culham in the north, in the Parishes of Sutton Courtenay and Culham, in the Districts of South Oxfordshire and Vale of White Horse, in the County of Oxfordshire.
- (2) An Order under Sections 14 and 125 of the Highways Act 1980, which will authorise Oxfordshire County Council to –
 - (i) Improve highways (including raising, lowering or otherwise altering);
 - (ii) Stop up highways;
 - (iii) Construct new highways;
 - (iv) Stop up private means of access to premises; and
 - (v) Provide new means of access to premises,

all on or in the vicinity of the routes of the Classified Roads which are: -

- (i) the A4130 Principal Road which the Council propose to improve from a point approximately 38 metres south west of its junction with Milton Gate, generally eastwards, to and including a new roundabout junction to be located to the east of the junction of the A4130 Principal Road with the private access track, known as former Backhill Lane, then generally eastwards, to and including a new roundabout junction to be located some 142 metres east of the junction of the A4130 Principal Road with Bridleway 243/1/10 (Harwell)/Cow Lane, then generally eastwards for 208 metres, to a point 160 metres east of the proposed A4130 roundabout;
- (ii) the highway which the Council propose to construct, as the proposed A4130 Principal Road, from a point on the existing A4130 Principal Road at its proposed roundabout junction to be located some 142 metres east of the junction of the A4130 Principal Road with Bridleway 243/1/10 (Harwell)/Cow Lane, generally south eastwards, for a distance of 260 metres to and including a new roundabout junction, to be known as the A4130 Science Bridge Roundabout, then north eastwards, crossing over the A4130 Principal Road, the Great Western Railway Line and the

Classified Unnumbered Milton Road on bridge, then north eastwards, to junction with the A4130 Principal Road, approximately 110 metres north of the A4130/Hawksworth roundabout junction;

- (iii) the A4130 Principal Road which the Council propose to improve from a point approximately 110 metres north of its roundabout junction with Hawksworth, north eastwards to and including an enlarged roundabout junction with Collett, then eastwards for a distance of approximately 193 metres to the west side of the Cherwell Valley Railway Line corridor at Didcot North Junction;
- (iv) the highway which the Council propose to construct, as the A4197 Principal Road, from its junction with the A4130 enlarged roundabout junction with Collett, northwards, crossing over a private Railway Line, known as the Appleford Sidings, on bridge, to the general north north-west of Appleford Level Crossing, then generally north north-westwards, passing to the west of Appleford, to and including a new Sutton Courtenay roundabout junction with the B4016 on the south side of the River Thames, then northwards on viaduct, crossing over the River Thames on bridge, then northwards, to its junction with the A415 Abingdon Road, at a new Abingdon Roundabout junction, just to the north of the agricultural outbuildings of Zouch Farm;
- (v) the A415 Abingdon Road Principal Road which the Council propose to improve from a point approximately 392 metres west of its junction with the private access track to the agricultural outbuildings of Zouch Farm, eastwards to and including a new Abingdon Roundabout junction, located just to the north west of the aforementioned access track, then eastwards to a point approximately 250 metres east of its bridge crossing over the Cherwell Valley Railway Line at Culham Station; and
- (vi) the highway which the Council propose to construct, as the A415 Clifton Hampden Bypass, from a point on the A415 Abingdon Road approximately 250 metres east of its bridge crossing over the Cherwell Valley Railway Line at Culham Station, eastwards to and including a new roundabout junction lying to the south east of Culham No 1 Site and to the south west of Culham Science Centre, then north eastwards, passing on the north west side of Fullamoor Farm (Agricultural Unit) and Culham Sewage Treatment Works, then north eastwards, passing to the north west and north of Clifton Hampden, to its junction with the B4015 Oxford Road, at a point approximately 320 metres north its junction with the Private Access Track to Home Farm House and Fig Tree Barn, at Clifton Hampden.

A copy of the Bridge Scheme and the Side Roads Order and of their relevant plans have been deposited, and may be inspected free of charge at:

The offices of Oxfordshire County Council, County Hall, Oxford OX1 1DJ
(Monday – Thursday 8:30 a.m. – 5:00 p.m.; and Friday 8:30 a.m. – 4:30 p.m.)

Didcot Library, 197 Broadway, Didcot OX11 8RU
(Monday – 1:00 p.m – 7:00 p.m.; Tuesday – 9:00 a.m. - 7:00 p.m.; Wednesday – 9:00 a.m. – 5:30 p.m.; Thursday – 9:00 a.m. – 5:30 p.m.; Friday – 9:00 a.m. – 7:00 p.m.; and Saturday – 9.00 a.m. – 4:30 p.m.; Sunday – Closed)

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Berinsfield Library, Green Furlong, Berinsfield, Wallingford OX10 7NR

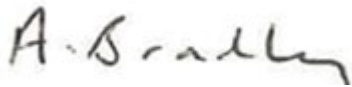
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www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/didcot-and-area-improvements

ANY PERSON may not later than 22 March 2023, object to the confirmation of the Bridge Scheme or the Side Roads Order by notice to the Secretary of State for Transport, at the National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR, or by email to nationalcasework@dft.gov.uk stating the title of the Bridge Scheme or the Side Roads Order and the grounds of their objection. In the preparation of an objection and the statement of grounds of objection it should be borne in mind that the substance of any objection or representation may be communicated to other people who may be affected by it.

In submitting an objection or representation, it should be noted that your personal data and correspondence will be passed by the Secretary of State for Transport to the Council to enable your objection or representation to be considered. Where the Bridge Scheme or Side Roads Order becomes the subject of Public Local Inquiry procedures, all correspondence is copied to the Inspector conducting the Inquiry and will be kept in the Public Inquiry library, where it is made available for public access. If you do not wish your personal data to be forwarded, please state your reasons when submitting your objection or representation and the Secretary of State will copy your representations, with your name and address removed, to the Council and if there is to be a Public Local Inquiry they will be seen in that form by the Inspector, who may give them less weight as a result.



Anita Bradley
Director of Law & Governance and Monitoring Officer
Customers, Culture and Corporate Services
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1DJ

23 January 2023

OXFORDSHIRE COUNTY COUNCIL

HIGHWAYS ACT 1980

THE OXFORDSHIRE COUNTY COUNCIL (DIDCOT TO CULHAM THAMES BRIDGE) SCHEME 2022

THE OXFORDSHIRE COUNTY COUNCIL (DIDCOT GARDEN TOWN HIGHWAYS INFRASTRUCTURE – A4130 IMPROVEMENT (MILTON GATE TO COLLETT ROUNDAABOUT), A4197 DIDCOT TO CULHAM LINK ROAD, AND A415 CLIFTON HAMPDEN BYPASS) (SIDE ROADS) ORDER 2022

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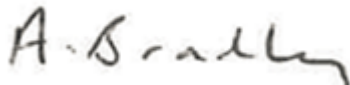
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20 January 2023