

HIGHWAYS ACT 1980

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

Oxfordshire County Council (“the Council”) make this Order in exercise of their powers under Sections 14 and 125 of the Highways Act 1980 and all other powers enabling them in that behalf : –

1. (1) The Council is authorised in relation to the Classified Roads in the Parishes of Milton, Harwell, Sutton Courtenay, Didcot, Appleford-on-Thames, Culham, and Clifton Hampden, in the Districts of the Vale of White Horse, and South Oxfordshire, in the County of Oxfordshire to:
 - (a) improve the lengths of highway named in the Schedules and shown on the corresponding Site Plan by cross hatching;
 - (b) stop up each length of highway described in the Schedules and shown on the corresponding Site Plan by zebra hatching;
 - (c) construct a new highway along each route whose centre line is shown on a Site Plan by an unbroken black line surrounded by stipple;
 - (d) stop up each private means of access to premises described in the Schedules and shown on the corresponding Site Plan by a solid black band; and
 - (e) provide new private means of access to premises along each route or at each location shown on a Site Plan by thin diagonal hatching.
- (2) Where a new highway is to be constructed wholly or partly along the same route as a new access or part of one, that new highway shall be created subject to the private rights over that new access.
- (3) Each new highway is given a reference number and capital letter on a Site Plan, which is also placed in the respective Schedule, and will be a road unless the word “Footpath”, “Bridleway” or “Cycle Track (with a right of way on foot)” appears beneath its reference number and letter in the Schedule, in which case it will be a Footpath, Bridleway or Cycle Track (with a right of way on foot) as the case may be. Each new access is given a reference number followed by a lower case letter on a Site Plan, which is also placed in the respective Schedule.
- (4) Where a new highway is to be constructed or a new access is to be provided in connection with the stopping up of a length of highway or private means of access described in a Schedule, its reference number and capital letter or reference number and lower case letter (as the case may be) is placed in the said Schedule opposite the description of that length.

- (5) Each Site Plan shows the works indicated in the respective Schedule and has the same number as that Schedule and the route of the Classified Roads are shown in relation to those works.
2. Where immediately before a length of highway is stopped up in pursuance of this Order there is under, in, on, over, along or across that highway any apparatus of statutory undertakers or any telecommunications code system operator then, subject to Section 21 of the Highways Act 1980, those undertakers, or that operator, as the case may be, shall have the same rights as respects that apparatus as they had immediately before the stopping up took place.
3. In this Order –
- (1) Distances are measured along the route of the relevant highway or private means of access to premises, as the case may be;
- (2) A reference to a Schedule or Site Plan number is a reference to the Schedule, or to the Site Plan, so numbered;
- (3)
- (a) “the Classified Roads” means –
- (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;
- (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,

and which are highways and proposed highways which have been classified by the Secretary of State for Transport as Principal Roads for purposes of the enactments and instruments which refer to highways classified as Principal Roads;

“the Council”	means Oxfordshire County Council;
“improvement”	in relation to a highway includes raising, lowering or otherwise altering that highway, and “improved” shall be construed accordingly;
“new access”	means a means of access to premises authorised by this Order to be provided;
“new highway”	means a highway authorised by this Order to be constructed and “new highways” shall be construed accordingly;
“Schedule”	means a Schedule to this Order, and “Schedules” shall be construed accordingly;
“Site Plan”	means one of the Site Plans numbered 1, 1A, 2, 3, 4, 5, 6, 7, 8, 9, 9A, 9B, 10, 11, 12, 13, 14, 15, 16, 16A, 17, 17A, 18 and 19 marked “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”, sealed with the Common Seal of the Council and deposited at the offices of the Council at County Hall, Oxford OX1 1DJ;

a duplicate copy has been deposited at the offices of the Secretary of State for Transport.

SCHEDULE 1

**Site Plan 1 and
Site Plan 1A Title –**

A4130 - Milton Gate Junction to New Farm

Highways to be improved

Footpath 299/10/20 (Milton (Abingdon)), at its easterly cul-de-sac termination point with the north-south length of Private Access Track known as Backhill Lane

<u>Highways to be stopped up</u>	<u>Reference letter of New Highway</u>
A length of the Cycle Track (with a right of way on foot) or Footpath, as the case may become, insofar as Cycle Track (with a right of way on foot) or Footpath rights would exist over it at the time, from its junction with Footpath 299/10/20 (Milton (Abingdon)), southwards for a distance of 89 metres, when measured along its western boundary (marked 1/S1 on Site Plan 1).	1/A (on Site Plan 1A)
-	1/B (on Site Plan 1A)
-	1/C (on Site Plan 1A)
-	1/D Cycle Track (with a right of way on foot) (on Site Plan 1A)
-	1/E (on Site Plan 1A)

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
Access Track (former Backhill Lane), leading to New Farm; to scrubland/development land; and to the south easternmost terminal length of the Access Track and triangular shaped grassland and shrubland field it enters lying to the north east of and abutting the A34 Principal Road, from its junction with the A4130 Principal Road southwards to its junction with the Private Access Track known as Backhill Lane, a distance of 120 metres (marked 1/1 on Site Plan 1).	1/d (on Site Plan 1A)

SCHEDULE 1 (CONTINUED)

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
<p>Access Track, known as Backhill Lane, leading to New Farm; to scrubland/development land; and to the south easternmost terminal length of the Access Track and triangular shaped grassland and shrubland field it enters lying to the north east of and abutting the A34 Principal Road, from a point 250 metres east of its junction with the A4130 Principal Road, to the south west of Milton Gate Junction, eastwards for a distance of 10 metres, when measured along its southern boundary, and where it runs co-existent with the easterly terminal length of Footpath 299/10/20 (Milton (Abingdon)), then southwards for a further distance of 74 metres, when measured along its western boundary (marked 1/2 on Site Plan 1).</p>	<p style="text-align: center;">1/d (on Site Plan 1A)</p>
<p>Access Track to New Farm, from its junction with the eastern side of the Private Access Track known as Backhill Lane, eastwards for a distance of 7 metres, when measured along its northern boundary (marked 1/3 on Site Plan 1).</p>	<p style="text-align: center;">1/e and 1/f (on Site Plan 1A)</p>
<p>Arced Access Track to and within scrubland/development land of Minscombe Properties Limited located on the western side of the Private Access Track known as Backhill Lane, from its junction with Backhill Lane, at a point 132 metres south of the junction of the A4130 Principal Road, generally southwards for a distance of 208 metres, to where it rejoins Backhill Lane (marked 1/4 on Site Plan 1).</p>	<p style="text-align: center;">1/c (on Site Plan 1A)</p>
<p>Access Track to and within scrubland/development land of Minscombe Properties Limited, leading off the western side of the Access Track referred to as 1/4 above, generally westwards for a distance of 124 metres (marked 1/5 on Site Plan 1).</p>	<p style="text-align: center;">1/c (on Site Plan 1A)</p>
<p>Private Access Track to New Farm, from its junction with the A4130 Principal Road southwards for a distance of 49 metres (marked 1/6 on Site Plan 1A).</p>	<p style="text-align: center;">1/g (on Site Plan 1A)</p>
<p style="text-align: center;">-</p>	<p style="text-align: center;">1/a (on Site Plan 1A)</p>
<p style="text-align: center;">-</p>	<p style="text-align: center;">1/b (on Site Plan 1A)</p>

SCHEDULE 2

Site Plan 2 Title – A4130 – New Farm to West of Cow Lane

Highways to be improved

Footpath 243/3/10 (Harwell)

<u>Highways to be stopped up</u>	<u>Reference letter of New Highway</u>
Footpath 243/3/10 (Harwell), co-existent with Private Access Track to agricultural land/development land of Persimmon Homes Limited, from its junction with the A4130 Principal Road, southwards for a distance of 22 metres, when measured along its western boundary (marked 2/S1 on Site Plan 2).	-

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
Private Access Track to agricultural land/development land of Persimmon Homes Limited, co-existent with Footpath 243/3/10 (Harwell), from its junction with the A4130 Principal Road, southwards for a distance of 22 metres, when measured along its western boundary (marked 2/1 on Site Plan 2).	2/a (on Site Plan 2)
-	2/b (on Site Plan 2)

SCHEDULE 3

Site Plan 3 Title – A4130 – West of Cow Lane to New A4130 Roundabout to New Science Bridge Roundabout

Highways to be improved

Bridleway 243/1/10 (Harwell)

<u>Highways to be stopped up</u>	<u>Reference letter of New Highway</u>
Bridleway 243/1/10 (Harwell), co-existent with Private Access Track to agricultural land/development land of Persimmon Homes Limited known as Cow Lane, from its junction with the A4130 Principal Road, south westwards for a distance of 22 metres (marked 3/S1 on Site Plan 3).	-
-	3/A Cycle Track (with a right of way on foot) (co-existent in part with new Private Means of Access 3/a) (on Site Plan 3)
-	3/B Cycle Track (with a right of way on foot) (co-existent with new Private Means of Access 3/c) (on Site Plan 3)
-	3/C (on Site Plan 3)

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
Private Access Track to agricultural land/development land of Persimmon Homes Limited known as Cow Lane, co-existent with Bridleway 243/1/10 (Harwell), from its junction with the A4130 Principal Road, south westwards for a distance of 24 metres (marked 3/1 on Site Plan 3).	-
-	3/a (co-existent in part with new Cycle Track (with a right of way on foot) 3/A) (on Site Plan 3)

SCHEDULE 3 (CONTINUED)

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
-	3/b (on Site Plan 3)
-	3/c (co-existent with new Cycle Track (with a right of way on foot) 3/B) (on Site Plan 3)
-	3/d (on Site Plan 3)
-	3/e (on Site Plan 3)

SCHEDULE 4

Site Plan 4 Title – A4130 – Great Western Railway Bridge Crossing

Highways to be improved

Classified Unnumbered Milton Road

<u>Highways to be stopped up</u>	<u>Reference letter of New Highway</u>
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<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
-	4/a (on Site Plan 4)
-	4/b (on Site Plan 4)
-	4/c (on Site Plan 4)

SCHEDULE 5

Site Plan 5 Title – A4130 – East of Great Western Railway Bridge Crossing to Purchas Road

Highways to be improved

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<u>Highways to be stopped up</u>	<u>Reference letter of New Highway</u>
-	5/A (on Site Plan 5)

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
Private Access Road to the RWE Generation UK PLC site known as Purchas Road, from its junction with the Private Access Road known as Chimney Road, south, south-westwards, for a distance of 155 metres (marked 5/1 on Site Plan 5).	5/d and 5/e (on Site Plan 5) and 6/a (on Site Plan 6)
Private Access Road to the RWE Generation UK PLC site and former RWE Generation UK PLC site of the former Didcot A Power Station, from its junction with the Private Access Road known as Purchas Road, at a point 142 metres south, south-west, of its junction with the Private Access Road known as Chimney Road, generally westwards for a distance of 35 metres (marked 5/2 on Site Plan 5).	5/d and 5/e (on Site Plan 5) and 6/a (on Site Plan 6)
Private Access Road to the RWE Generation UK PLC site outbuilding (to be demolished), from its junction with the Private Access Road known as Purchas Road, at a point 52 metres south, south-west, of its junction with Private Access Road known as Chimney Road, generally eastwards for a distance of 8 metres (marked 5/3 on Site Plan 5).	5/d and 5/e (on Site Plan 5) and 6/a (on Site Plan 6)
Private Access Road to the RWE Generation UK PLC site, from its junction with the Private Access Road known as Purchas Road, at a point 21 metres south, south-west, of its junction with Private Access Track known as Chimney Road, generally westwards for a distance of 65 metres (marked 5/4 on Site Plan 5).	5/d and 5/e (on Site Plan 5) and 6/a (on Site Plan 6)

SCHEDULE 5 (CONTINUED)

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
A part of the southern splay of the Private Access Road to the RWE Generation UK PLC site, known as Chimney Road, at its junction with Purchas Road, westwards for a distance of 14 metres (marked 5/5 on Site Plan 5).	5/d and 5/e (on Site Plan 5) and 6/a (on Site Plan 6)
East – West length of the Private Access Road to the RWE Generation UK PLC site, known as Purchas Road, from its junction with the North – South length of Private Access Road known as Purchas Road at a point 135 metres south, south-west, of its junction with Private Access Track known as Chimney Road, generally eastwards for a distance of 86 metres (marked 5/6 on Site Plan 5).	5/d and 5/e (on Site Plan 5) and 6/a (on Site Plan 6)
Private Access Road to the RWE Generation UK PLC site outbuilding (to be demolished), from its junction with the Private Access Road which extends eastwards from the junction of Purchas Road with Chimney Road, at a point 21 metres generally east of that junction, south, south-westwards, for a distance of 8 metres (marked 5/7 on Site Plan 5)	5/d and 5/e (on Site Plan 5) and 6/a (on Site Plan 6)
-	5/a (on Site Plan 5)
-	5/b (on Site Plan 5)
-	5/c (on Site Plan 5)

SCHEDULE 6

Site Plan 6 Title – A4130 – Purchas Road to Churchward

Highways to be improved

A4130 Principal Road
Hawksworth

<u>Highways to be stopped up</u>	<u>Reference letter of New Highway</u>
Bridleway 373/24/40 (Sutton Courtney)/National Cycle Network (NCN) 5, from its junction with the A4130 roundabout with Hawksworth and the Private Access Road known as Purchas Road to the RWE Generation UK PLC site, generally northwards for a distance of 170 metres (marked 6/S1 on Site Plan 6).	-
-	6/A Cycle Track (with a right of way on foot) (co-existent with new Private Means of Access 6/c) (on Site Plan 6)

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
Private (pedestrian) Access Track to and within the RWE Generation UK PLC site and to its outbuildings, and located to the west of the gated fence line between the western and eastern parts of its site, from its junction with the Private Access Road which extends eastwards from the junction of the Private Access Road Purchas Road with the Private Access Road Chimney Road, south, south-westwards, then generally eastwards, to its gated fence line boundary, a distance of 38 metres (marked 6/1 on Site Plan 6).	6/a (on Site Plan 6) and 5/d and 5/e (on Site Plan 5)
Private (pedestrian) Access Track to and within the RWE Generation UK PLC site and to its outbuildings, and located to the east of the gated fence line between the western and eastern parts of its site, from that gated access point generally eastwards, then north, north-eastwards, for a distance of 36 metres (marked 6/2 on Site Plan 6).	6/a (on Site Plan 6) and 5/d and 5/e (on Site Plan 5)

SCHEDULE 6 (CONTINUED)

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
<p>Private Access Track to and within the RWE Generation UK PLC site, extending from the gated fence line between the western and eastern parts of its site, generally eastwards, then south, south-westwards, running along the northern boundary and eastern boundary of the three Attenuation Ponds of its main site off the A4130/Hawksworth roundabout junction, a distance of 181 metres (marked 6/3 on Site Plan 6).</p>	<p style="text-align: center;">6/a (on Site Plan 6) and 5/d and 5/e (on Site Plan 5)</p>
<p>Gated Access to agricultural land of Hill Farm, lying to the north of and from its junction with the A4130 Principal Road, at a point 362 metres north east of the A4130 roundabout junction with Hawksworth, generally northwards for a distance of 15 metres, when measured along its eastern boundary (marked 6/4 on Site Plan 6).</p>	<p style="text-align: center;">6/b (on Site Plan 6)</p>
<p>-</p>	<p style="text-align: center;">6/c (co-existent with new Cycle Track (with a right of way on foot) 6/A) (on Site Plan 6)</p>

SCHEDULE 7

Site Plan 7 Title – A4130 – Churchward to East of Collett Roundabout and A4197 Didcot Link Road (South)

Highways to be improved

Collett

<u>Highways to be stopped up</u>	<u>Reference letter of New Highway</u>
Bridleway 106/3/10 (Appleford), co-existent with a length of Private Access Road, from its junction with the A4130/Collett Roundabout junction, northwards for a distance of 153 metres (marked 7/S1 on Site Plan 7).	-
-	7/A Cycle Track (with a right of way on foot) (co-existent in part with new Private Means of Access 7/a) (on Site Plan 7)

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
Private Access Road, co-existent with a length of Bridleway 106/3/10 (Appleford), to agricultural land of Hill Farm; Hill Farm Cottage; the former J James Ltd Pallets & Wood Recycling site; Hartwright House; Level Crossing Cottage; FCC Environment (UK) Limited – Waste Management Services Site(s); Thames Water Utilities Limited Appleford Crossing Sewage Pumping Station and of land containing underground services; and Hanson Quarry Products Europe Limited Site, from its junction with the A4130/Collett Roundabout junction, northwards for a distance of 144 metres (marked 7/1 on Site Plan 7).	-
Field access to agricultural land of Hill Farm, from its junction with the Private Access Road which extends northwards off the A4130/Collett Roundabout junction, at a point 81 metres north of that junction, westwards for a distance of 1 metre (marked 7/2 on Site Plan 7).	6/b (on Site Plan 6)

SCHEDULE 7 (CONTINUED)

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
<p>Private Access Road, to land of Hill Farm; the former J James Ltd Pallets & Wood Recycling Site; FCC Environment (UK) Limited – Waste Management Services Site(s) (Heavy Goods Vehicles use); and Hanson Quarry Products Europe Limited Site (Heavy Goods Vehicles use), from its junction with the Private Access Track which extends northwards off the A4130/Collett Roundabout junction, at a point 58 metres north of that junction, north eastwards for a distance of 28 metres (marked 7/3 on Site Plan 7).</p>	<p style="text-align: center;">8/c</p> <p style="text-align: center;">(to severed length of Access Road and providing new means of access to premises thereof)</p> <p style="text-align: center;">(on Site Plan 8)</p>
<p style="text-align: center;">-</p>	<p style="text-align: center;">7/a</p> <p style="text-align: center;">(co-existent in part with new Cycle Track (with a right of way on foot) 7/A)</p> <p style="text-align: center;">(on Site Plan 7)</p>

SCHEDULE 8

Site Plan 8 Title – A4197 Didcot Link Road – South of Hill Farm to North of Hartwright House

Highways to be improved

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<u>Highways to be stopped up</u>	<u>Reference letter of New Highway</u>
Bridleway 106/3/10 (Appleford), co-existent with a length of Private Access Road, from a point 153 metres north of its junction with the A4130/Collett Roundabout junction, northwards for a distance of 413 metres (marked 8/S1 on Site Plan 8).	-
-	8/A (on Site Plan 8)
-	8/B (on Site Plan 8)

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
Private Access Road, co-existent with a length of Bridleway 106/3/10 (Appleford), to agricultural land of Hill Farm; Hill Farm Cottage; the former J James Ltd Pallets & Wood Recycling site; Hartwright House; Level Crossing Cottage; FCC Environment (UK) Limited – Waste Management Services Site(s); Thames Water Utilities Limited Appleford Crossing Sewage Pumping Station and of land containing underground services; and Hanson Quarry Products Europe Limited Site, from a point 144 metres north of its junction with the A4130/Collett Roundabout junction, northwards for a distance of 413 metres (marked 8/1 on Site Plan 8).	-
Private Access Track to Hill Farm Cottage, from its junction with the Private Access Road which extends northwards off the A4130/Collett Roundabout junction, at a point 252 metres north of that junction, north westwards for a distance of 32 metres (marked 8/2 on Site Plan 8).	8/a (on Site Plan 8)

SCHEDULE 8 (CONTINUED)

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
Private Access to the former J James Ltd Pallets & Wood Recycling site, from its junction with the Private Access Road which extends northwards off the A4130/Collett Roundabout junction, at a point 300 metres north of that junction, eastwards for a distance of 4 metres (marked 8/3 on Site Plan 8).	8/c (to severed length of Access Road and providing new means of access to premises thereof) (on Site Plan 8)
Private Access to the former J James Ltd Pallets & Wood Recycling site, from its junction with the Private Access Track which extends northwards off the A4130/Collett Roundabout junction, at a point 343 metres north of that junction, eastwards for a distance of 3 metres (marked 8/4 on Site Plan 8).	8/c (to severed length of Access Road and providing new means of access to premises thereof) (on Site Plan 8)
Private Access to site of cleared commercial/industrial buildings, from its junction with the Private Access Road which extends northwards off the A4130/Collett Roundabout junction, at a point 390 metres north of that junction, eastwards for a distance of 3 metres (marked 8/5 on Site Plan 8).	-
Southerly Access to Hartwright House, from its junction with the Private Access Track which extends northwards off the A4130/Collett Roundabout junction, at a point 509 metres north of that junction, eastwards for a distance of 3 metres (marked 8/6 on Site Plan 8).	8/b (on Site Plan 8)
Northerly Access to Hartwright House, from its junction with the Private Access Track which extends northwards off the A4130/Collett Roundabout junction, at a point 531 metres north of that junction, eastwards for a distance of 2 metres (marked 8/7 on Site Plan 8).	8/b (on Site Plan 8)

SCHEDULE 9

**Site Plan 9,
Site Plan 9A, and
Site Plan 9B, Title –**

**A4197 Didcot Link Road – North of Hartwright House to Private
Railway Bridge Crossing**

Highways to be improved

<u>Highways to be stopped up</u>	<u>Reference letter of New Highway</u>
Bridleway 106/3/10 (Appleford), co-existent with a length of Private Access Road, from a point 566 metres north of its junction with the A4130/Collett Roundabout junction, northwards for a distance of 406 metres, to its junction with Restricted Byway 106/4/10 (Appleford) (marked 9/S1 on Site Plan 9).	-
Restricted Byway 106/4/10 (Appleford), co-existent with a length of Private Access Road, from its junction with Bridleway 106/3/10 (Appleford), north westwards for a distance of 366 metres (marked 9/S2 on Site Plan 9).	9/A (on Site Plan 9B)

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
Private Access Road, co-existent with a length of Bridleway 106/3/10 (Appleford) and a length of Restricted Byway 106/4/10 (Appleford), to, or in part to, agricultural land of Hill Farm; Hill Farm Cottage; the former J James Ltd Pallets & Wood Recycling site; Hartwright House; Level Crossing Cottage; FCC Environment (UK) Limited – Waste Management Services Site(s); Thames Water Utilities Limited Appleford Crossing Sewage Pumping Station and of land containing underground services; and Hanson Quarry Products Europe Limited Site, from a point 557 metres north of its junction with the A4130/Collett Roundabout junction, generally north eastwards, then north westwards, for a distance of 702 metres (marked 9/1 on Site Plan 9A).	9/c (to those premises located thereof) (on Site Plan 9B)

SCHEDULE 9 (CONTINUED)

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
<p>Private Access Road, to land of Hill Farm; the former J James Ltd Pallets & Wood Recycling Site; FCC Environment (UK) Limited – Waste Management Services Site(s) (Heavy Goods Vehicles use); and Hanson Quarry Products Europe Limited Site (Heavy Goods Vehicles use), from its junction with the Private Access Road which extends northwards off the A4130/Collett Roundabout junction, at a point 164 metres north of the northerly Access to Hartwright House, south eastwards for a distance of 33 metres (marked 9/2 on Site Plan 9A).</p>	<p>8/c</p> <p>(to severed length of Access Road and providing new means of access to premises thereof)</p> <p>(on Site Plan 8)</p>
<p>Private Access Road, co-existent with a length of Bridleway 106/3/10 (Appleford), to, or in part to, agricultural land of Hill Farm; Hill Farm Cottage; the former J James Ltd Pallets & Wood Recycling site; Hartwright House; Level Crossing Cottage; FCC Environment (UK) Limited – Waste Management Services Site(s); Thames Water Utilities Limited Appleford Crossing Sewage Pumping Station and of land of underground services; and Hanson Quarry Products Europe Limited Site, from its junction with the Private Access Road described as 9/1 above, north eastwards for a distance of 90 metres to its junction with the western side of the Appleford Level Crossing of the Cherwell Valley Railway Line (marked 9/3 on Site Plan 9A).</p>	<p>9/a</p> <p>(to those premises located thereof)</p> <p>(on Site Plan 9B)</p>
<p>Private Access Track to, or in part to, Level Crossing Cottage; FCC Environment (UK) Limited – Waste Management Services Site(s); and Hanson Quarry Products Europe Limited Site, from its junction with the Private Access track described as 9/3 above, 10 metres west of Appleford Level Crossing, north westwards for a distance of 80 metres (marked 9/4 on Site Plan 9A).</p>	<p>9/a and 9/b</p> <p>(to those premises located thereof)</p> <p>(on Site Plan 9B)</p>

SCHEDULE 10

Site Plan 10 Title – A4197 Didcot Link Road – Private Railway Bridge Crossing to South of B4016 Junction

Highways to be improved

-

<u>Highways to be stopped up</u>	<u>Reference letter of New Highway</u>
-	-

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
-	10/a (on Site Plan 10)
-	10/b (on Site Plan 10)

SCHEDULE 11

Site Plan 11 Title – A4197 Didcot Link Road – B4016 Junction Improvements, West of Appleford Station

Highways to be improved

B4016

<u>Highways to be stopped up</u>	<u>Reference letter of New Highway</u>
-	-

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
-	-

SCHEDULE 12

Site Plan 12 Title – A4197 Didcot Link Road – South of B4106 to Sutton Courtenay Roundabout to River Thames Crossing Approach

Highways to be improved

B4016

<u>Highways to be stopped up</u>	<u>Reference letter of New Highway</u>
Footpath 106/8/10 (Appleford), from its junction with Footpath 373/31/10 (Sutton Courtenay), generally south eastwards, for a distance of 67 metres (marked 12/S1 on Site Plan 12).	-
The whole of Footpath 373/31/10 (Sutton Courtenay), from its junction with Footpath 106/8/10 (Appleford), generally northwards to its junction with Footpath 373/12/50 (Sutton Courtenay), a distance of 168 metres (marked 12/S2 on Site Plan 12).	-
The B4016, from a point 154 metres north west of its junction with Footpath 373/12/50 (Sutton Courtenay), generally south eastwards, then southwards, then generally eastwards, for a distance of 376 metres (marked 12/S3 on Site Plan 12).	-
Footpath 373/12/50 (Sutton Courtenay), from its junction with the B4016, westwards for a distance of 60 metres (marked 12/S4 on Site Plan 12).	-

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
Private Gated Access to FCC Environment (UK) Limited – Waste Management Services Site(s), from the western corner of the B4016, where it junctions with the southern termination point of Footpath 373/31/10 (Sutton Courtenay), westwards for a distance of 1 metre (marked 12/1 on Site Plan 12).	-
-	12/a (on Site Plan 12)
-	12/b (on Site Plan 12)
-	12/c (on Site Plan 12)
-	12/d (on Site Plan 12)

SCHEDULE 13

Site Plan 13 Title – A4197 Didcot Link Road – River Thames Bridge Crossing

Highways to be improved

-

<u>Highways to be stopped up</u>	<u>Reference letter of New Highway</u>
-	13/A Footpath (on Site Plan 13)

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
-	13/a (on Site Plan 13)

SCHEDULE 14

Site Plan 14 Title – A4197 Didcot Link Road – River Thames Bridge Crossing to A415 Abingdon Road Roundabout

Highways to be improved

-

<u>Highways to be stopped up</u>	<u>Reference letter of New Highway</u>
-	14/A (on Site Plan 14)

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
Private Access Track to outbuildings of Zouch Farm, from its junction with the A415 Abingdon Road, southwards for a distance of 6 metres (marked 14/1 on Site Plan 14).	14/a (on Site Plan 14)
Private Access to Agricultural Fields lying to the north of the A415 Abingdon Road, at a point opposite to the Private Access Track to outbuildings of Zouch Farm, northwards for a distance of 4 metres (marked 14/2 on Site Plan 14).	-
-	14/b (on Site Plan 14)
-	14/c (on Site Plan 14)
-	14/d (on Site Plan 14)

SCHEDULE 15

Site Plan 15 Title – A415 Improvement – Abingdon Road Roundabout to Culham Station

Highways to be improved

-

<u>Highways to be stopped up</u>	<u>Reference letter of New Highway</u>
-	-

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
Westerly terminal length of Private Access Track which extends westwards off Station Road Highway, to Agricultural Fields lying to the north of the A415 Abingdon Road, a distance of 59 metres, when measured along its southern boundary (marked 15/1 on Site Plan 15).	-
-	15/a (on Site Plan 15)

SCHEDULE 16

Site Plan 16 and Site Plan 16A Title – A415 Clifton Hampden Bypass – Culham Station and Culham Science Centre

Highways to be improved

Station Road
A415 Abingdon Road

<u>Highways to be stopped up</u>	<u>Reference letter of New Highway</u>
Station Road, from its junction with the A415 Abingdon Road, generally northwards, then south westwards, for a distance of 256 metres, when measured to the furthest corner points of its stopping up (marked 16/S1 on Site Plan 16).	16/A 16/B Cycle Track (with a right of way on foot) 16/C Cycle Track (with a right of way on foot) and 16/D (part) (on Site Plan 16A)

SCHEDULE 16 (CONTINUED)

<u>Highways to be stopped up</u>	<u>Reference letter of New Highway</u>
A southern part width and length of the A415 Abingdon Road, from a point 216 metres east of the eastern side of its bridge crossing of the Cherwell Valley Railway Line at Culham Station, eastwards for a distance of 234 metres (marked 16/S2 on Site Plan 16).	16/L Cycle Track (with a right of way on foot) (on Site Plan 16A)
-	16/E Cycle Track (with a right of way on foot) (on Site Plan 16A)
-	16/F Cycle Track (with a right of way on foot) (on Site Plan 16A)
-	16/G Cycle Track (with a right of way on foot) (co-existent in part with new Private Means of Access 16/e) (on Site Plan 16A)
-	16/H (on Site Plan 16A)
-	16/J Cycle Track (with a right of way on foot) (co-existent in part with new Private Means of Access 16/g) (on Site Plan 16A)
-	16/K Cycle Track (with a right of way on foot) (co-existent in part with new Private Means of Access 16/h) (on Site Plan 16A)

SCHEDULE 16 (CONTINUED)

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
Private Access Road to premises on Culham No 1 Site, from its junction with Station Road, generally northwards for a distance of 36 metres (marked 16/1 on Site Plan 16).	16/a (on Site Plan 16A)
South east terminal length of Cul-De-Sac Private Access Road, as leads south eastwards off the Private Access Road to Culham No 1 Site as leads off Station Road, leading to land of Culham No 1 Site (of Leda Properties Limited), from its south east termination point at the fence line boundary of Station Road, north westwards for a distance of 130 metres (marked 16/2 on Site Plan 16).	-
Private Gated Access Road to premises on Culham No 1 Site and to United Kingdom Atomic Energy Company to its Culham Science Centre, from its junction with Station Road, generally northwards for a distance of 116 metres (marked 16/3 on Site Plan 16).	16/b (on Site Plan 16A)
Private (pedestrian/cyclist) Access Track to Culham Science Centre and its various tenanted premises located thereupon, from its junction with the A415 Abingdon Road, opposite Fullamoor Farm, north eastwards for a distance of 141 metres (marked 16/4 on Site Plan 16).	16/d (on Site Plan 16A)
Private (pedestrian/cyclist) Access Track to Culham Science Centre and its various tenanted premises located thereupon, from its junction with the A415 Abingdon Road, opposite the western curtilage of 'Longmeadow', 4 Fullamoor Barns, generally northwards for a distance of 56 metres, to its junction with the Private Access Track described as 16/4 above (marked 16/5 on Site Plan 16).	16/d (on Site Plan 16A)
Main Private Access Road to Culham Science Centre and its various tenanted premises located thereupon, known as Main Avenue, and leading to premises of Fullamoor Farm (Agricultural Unit), Culham Sewage Treatment Works, and agricultural land of Caudwell & Sons Limited, all located off the easterly extending Private Access Road Thame Lane leading eastwards off Main Avenue, from its junction with the A415 Abingdon Road, generally north westwards for a distance of 152 metres (marked 16/6 on Site Plan 16).	16/d (on Site Plan 16A)

SCHEDULE 16 (CONTINUED)

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
Private Access Road to Culham Science Centre and its various tenanted premises located thereupon, from a point on the Main Private Access Road to Culham Science Centre known as Main Avenue 109 metres generally north west of its junction with the A415 Abingdon Road, westwards for a distance of 38 metres, when measured along its southern boundary (marked 16/7 on Site Plan 16).	16/f (on Site Plan 16A)
Private Access Road to part of the southern frontage of Culham Science Centre, and leading to premises of Fullamoor Farm (Agricultural Unit), Culham Sewage Treatment Works and agricultural land of Caudwell & Sons Limited, all located off the easterly Private Access Road Thame Lane leading eastwards off Main Avenue, from a point on the Main Private Access Road to Culham Science Centre known as Main Avenue 108 metres generally north west of its junction with the A415 Abingdon Road, generally north eastwards for a distance of 17 metres (marked 16/8 on Site Plan 16).	16/g (co-existent in part with new Cycle Track (with a right of way on foot) 16/J) (on Site Plan 16A)
-	16/c (on Site Plan 16A)
-	16/e (co-existent in part with new Cycle Track (with a right of way on foot) 16/G) (on Site Plan 16A)
-	16/h (co-existent in part with new Cycle Track (with a right of way on foot) 16/K) (on Site Plan 16A)

SCHEDULE 17

**Site Plan 17 and
Site Plan 17A Title –**

**A415 Clifton Hampden Bypass – Culham Science Centre to
Culham Sewage Treatment Works**

Highways to be improved

A415 Abingdon Road

<u>Highways to be stopped up</u>	<u>Reference letter of New Highway</u>
-	17/A (on Site Plan 17A)
-	17/B (on Site Plan 17A)

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
Private Access Road known as Thame Lane, to Fullamoor Farm (Agricultural Unit), Culham Sewage Treatment Works and agricultural land of Caudwell & Sons Limited, from a point 53 metres south west of the Private Access Track which leads south eastwards off Thame Lane to Fullamoor Farm (Agricultural Unit), generally north eastwards to a point 106 metres north east of the Private Access Track which leads south eastwards off Thame Lane to Culham Sewage Treatment Works, a distance of 621 metres (marked 17/1 on Site Plan 17).	-
Private Access Track to Fullamoor Farm (Agricultural Unit), from its junction with the Private Access Road known as Thame Lane, south eastwards for a distance of 182 metres (marked 17/2 on Site Plan 17).	17/a (on Site Plan 17A)
Private Access Road to Culham Sewage Treatment Works, from its junction with the Private Access Road known as Thame Lane, south eastwards for a distance of 37 metres (marked 17/3 on Site Plan 17).	17/c (on Site Plan 17A)
-	17/b (on Site Plan 17A)

SCHEDULE 18

Site Plan 18 Title – A415 Clifton Hampden Bypass – Culham Science Centre and North of Clifton Hampden

Highways to be improved

<u>Highways to be stopped up</u>	<u>Reference letter of New Highway</u>
Footpath 171/10/10 (Clifton Hampden), from a point 28 metres north of the northern boundary of the Classified Road, generally southwards for a distance of 119 metres (marked 18/S1 on Site Plan 18).	18/A Footpath and 18/B Footpath (on Site Plan 18)

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
Private Access Road known as Thame Lane, to agricultural land of Caudwell & Sons Limited, as lies to the south east of Culham Science Centre, from its easterly severed/cul-de-sac termination point, lying to the north east of Culham Sewage Treatment Works, generally westwards for a distance of 252 metres (marked 18/1 on Site Plan 18).	18/a (on Site Plan 18)
Private Access Track to agricultural land of Caudwell & Sons Limited and to site of demolished farm storage buildings, extending off the Private Access Road known as Thame Lane, at a point 87 metres west of its severed/cul-de-sac termination point, generally south eastwards for a distance of 104 metres (marked 18/2 on Site Plan 18)	-
Private Access Track across agricultural land of Leda Properties Limited, leading to agricultural land to the north and south thereof, from a point 90 metres generally south of the southern boundary of the Classified Road, generally northwards for a distance of 166 metres, to a point 46 metres north of the northern boundary of the Classified Road, when measured along its eastern boundary (marked 18/3 on Site Plan 18).	18/b and 18/c (on Site Plan 18)

SCHEDULE 19

Site Plan 19 Title – A415 Clifton Hampden Bypass – North of Clifton Hampden to B4015 Oxford Road Junction

Highways to be improved

B4015 Oxford Road
Footpath 171/3/20 (Clifton Hampden)

<u>Highways to be stopped up</u>	<u>Reference letter of New Highway</u>
Footpath 171/6/10 (Clifton Hampden), from its junction with Footpath 171/5/10 (Clifton Hampden), Footpath 171/3/30 (Clifton Hampden), and Footpath 171/3/20 (Clifton Hampden), generally westwards for a distance of 184 metres (marked 19/S1 on Site Plan 19).	19/A Footpath (on Site Plan 19)
The whole of Footpath 171/5/10 (Clifton Hampden), from its junction with the B4015 Oxford Road, generally westwards to its junction with Footpaths 171/3/30 (Clifton Hampden), 171/6/10 (Clifton Hampden), and 171/3/20 (Clifton Hampden), a distance of 89 metres (marked 19/S2 on Site Plan 19).	19B Footpath (on Site Plan 19)
Footpath 171/3/30 (Clifton Hampden), from its junction with the southern boundary of the Classified Road, northwards for a distance of 34 metres (marked 19/S3 on Site Plan 19).	-
The B4015 Oxford Road, from a point 70 metres north of its junction with the Private Access Track to Home Farm House and Fig Tree Barn, northwards for a distance of 250 metres (marked 19/S4 on Site Plan 19).	19/C 19/D Cycle Track (with a right of way on foot) (part co-existent with new Private Means of Access 19/a) and 19/E Cycle Track (with a right of way on foot) (on Site Plan 19)

SCHEDULE 19 (CONTINUED)

<u>Private means of access to be stopped up</u>	<u>Reference number of new accesses</u>
-	19/a (part co-existent with new Cycle Track (with a right of way on foot) 19/D) (on Site Plan 19)

The COMMON SEAL of Oxfordshire County Council
was hereunto affixed in the presence of -



.....
Authorised Officer

Dated this 21st day of December 2022



1479122.