

# **Long Wittenham Parish Council**

## **Planning Application Reference R3.0138/21**

Long Wittenham Parish Council supports this planning application for the package of infrastructure improvements proposed by Oxfordshire County Council for the Didcot area.

In particular the Parish Council favours plans for a new road west of the railway line linking Didcot and the Culham Science Centre with a river crossing. The council believes that this new link will ease traffic flows passing through Long Wittenham as the expansion of Ladygrove north-east of Didcot gathers pace.

However, the Parish Council has some reservations about the proposed new road. We think it must include a link from the new Ladygrove expansion of nearly 2,000 homes on to the Didcot-Culham Science Centre road. Without a link to this road the Parish Council fears that a large proportion of traffic from the new homes would still pass through Long Wittenham when travelling north.

Year by year the village sees an exponential rise in vehicle movements and this is likely to increase as large scale housing developments continue in the Didcot area.

The Parish Council is also in favour of other infrastructure improvements proposed by the county council to help ease traffic volumes and congestion in the district. We believe a bypass for Clifton Hampden will be necessary to cater for the increased flow of vehicles from new development areas at Didcot and Culham seeking a route to Oxford and to the M40 and beyond.

Also of immense value will be the proposed widening of the A4130 Didcot to Milton interchange road leading to the A34. The Parish Council believes improvements to the A4130 will help cater for extra traffic from the expanded Ladygrove and Great Western housing developments. A Science Bridge will also bring benefits to the area.

The Parish Council also believes that to improve safety and capacity it is essential that there is significant investment on improvements to the A34 trunk road.

The Parish Council is aware that our neighbours in Appleford are very concerned about the visual impact of the bridge over the rail sidings on its residents.

This bridge has a large area of redundant deck due to its very simplistic design. It has been designed as an almost "square" deck which means that approximately 1/3rd of the deck area is not used and almost 1/2 of the substructure and piles are only needed to support the redundant deck area (the two large triangles either side of the road).

If a slightly more sophisticated design were employed the bridge could be reduced in scale and the large redundant triangle of deck projecting approximately 12m towards the homes in Appleford would be significantly reduced. There are approximately 11 exposed concrete columns in this part of the bridge which will be very unsightly to look at.

A more sophisticated "skew" design would significantly reduce the visual impact on Appleford residents and also enable a much more pleasant and aesthetic design overall. Although this would be slightly more complicated to design it would be a much more

