

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr Chris doel"/>
Address	<div><div></div><div></div></div>
Type of Comment	<input type="text" value="Objection"/>
Comments	<input type="text" value="This proposal will be extremely costly and only encourage traffic in the vicinity. The money would be better spent on supporting the local bus, cycle and train network. This is a complete waste of moeny and hugely detrimental to the residents in Appleford."/>
Received	<input type="text" value="25/06/2023 23:36:56"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr Clive Bramley"/>
Address	<div><div></div><div></div></div>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><div>Building roads invites more traffic. The building itself is CO2 heavy and costly.</div><div>We need more trains and buses and fewer car journeys.</div><div>This is not the time to be building new roads.</div></div>
Received	<input type="text" value="25/03/2023 18:41:58"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr Colin Pritchard"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>I am objecting to the proposed new road lay out because it will be changing village and country life for ever. Putting in this new road structure will open up all the other planning applications for huge housing estates in the green fields that this road will cut through. We as villagers love our status as residents of Sutton courtenay, Appleford, Clifton Hamden, and the wittenhams. We do not want to be huge area of housing and where housing science park. I understand the need for change and growth but that has already happened in this area with the current developments we do not need or want any more. Instead of running roughshod over the people that elect you why not listen or better still put it to a proper ballot as to what the people want.</p><p>The countryside is there for us to view, walk in and enjoy not to be destroyed by you the council.</p><p>Regards Colin Pritchard</p></div>
Received	<input type="text" value="11/12/2022 09:06:11"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr Daniel Scharf"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<p>The Council will know that compliance with the minimum requirements for public engagement will not satisfy the UK courts that consultation has been fair and adequate (based on Aarhus Convention). Consideration of this extremely complex application without adequate time for new information to be considered (the consultation period does has still not expired) disadvantages the public and prevents an officer recommendation to be properly based on all relevant information. Another legal ground to delay consideration is the inadequacy of the EIA.</p> <p>The planning grounds/reasons for refusing the application on the information available in accordance with the development plan and taking other material considerations into account are as follows:Application R3.0138/21</p> <p>Recommendation of refusal</p> <p>All based on the development plan and other official documents</p> <p>1. The building of the new road would be contrary to the VWHDC Local Plan 2031 Part 1 (see Core Policies 33 and 35) which 'seeks to encourage sustainable modes of transport and a reduction in the need to travelreduce the need to travel, improve accessibility, to reduce the impact of transport on the environment and help tackle climate change. Those parts of the Plan supporting the road (eg Core Policy 17) are out of date and insufficient to override these fundamental principles.</p> <p>2. The building of the new road would be contrary to Policy CP16b of the Local Plan 2031 Part 2 that requires proposals for development within the Didcot Garden Town Masterplan Area to demonstrate how they positively contribute to the achievement of the Didcot Garden Town Masterplan Principles. The Didcot Garden Town Delivery Plan is also a material consideration. Both Plans seek to reduce travel by private motor vehicle and encourage more sustainable modes of travel including journeys by public transport, cycling and walking.</p> <p>3. The building of the new road would be contrary to the policies in the Local Transport and Connectivity Plan July 2022 ie the most recent development plan. The new road would compromise the vision to deliver a net-zero Oxfordshire transport and travel system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents. This is to be done by reducing the need to travel, discouraging individual private vehicle journeys and making walking, cycling, public and shared transport the natural first choice. The policies included in the LTCP are the tools necessary to achieve this.</p> <p>4. The new road would be inconsistent with the targets to replace or remove 1 out of every 4 current car trips in Oxfordshire by 2030. This is not a situation where new road is necessary or sustainable as a long term solution because, as the LTCP states, road schemes generate new demand and quickly reach capacity again. Nor is the proposal an example of a road needed to access new developments that Homes England now expect to be decoupled from new road building and expect new and existing residents to meet the same sustainability criteria, including reduced car dependency. The propensity for new roads to stimulate demand would mean that the road would not help to tackle congestion and pollution or provide benefits to health and everyday journeys.</p> <p>5. The new road would be contrary to the Goal of the LTCP 2022 to reduce emissions, enhance air quality and support transition to a low carbon economy and to Objective 5: Minimise the need to travel, Objective 6: Reduce the private car proportion of journeys and make public transport, walking and cycling more attractive, Objective 7: Maximise the use of existing and planned sustainable transport investments through influencing the location and layout of developments, and Objective 8: Reduce carbon emissions from transport in line with the UK government targets.</p> <p>6. Building of the new road would be contrary to national planning advice in the NPPF 2021 including the presumption in favour of sustainable development. For decision-taking this means refusing applications for development where any adverse impacts would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a</p>



whole. These policies include realizing opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, to specifically promote walking, cycling and public transport. Growth should be actively managed in support of these objectives and significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

7. The new road would not accord with the national advice In respect of sites allocated for development, where it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

8. The building of the new road would conflict with the advice being given by OCC as Highway Authority which is looking towards 'decide and provide', as opposed to 'predict and provide'. The County Council does not favour larger capacity to be provided in this area, but for people to look towards the cycle infrastructure and public transport. It is also essential to plan for a reduction in the demand on the highway network and therefore traffic levels. The traffic modelling and assessments have been carried out on the basis of predict and provide rather than a decision not to build a new road and to then concentrate on sustainable modes of travel. Any increase in traffic flow implies more and not fewer vehicles rather than a policy compliant 25% reduction.

9. The new road fails to take into account the changes that are occurring to road transport including electrification (cars and bicycles), autonomous vehicles, car sharing and working from home, all of which are likely to have significant impacts on demand. The new road would conflict with National Planning Practice Guidance 2016 and the Government intention to: encourage sustainable travel, lessen traffic generation and its detrimental impacts, reduce carbon emissions and climate impacts, create accessible, connected, inclusive communities, improve health outcomes and quality of life, Improve road safety, and reduce the need for new development to increase existing road capacity or provide new roads.

10. The intention to improve access by car to and from Culham is in direct conflict with the allocation of this site in the Green Belt as an exceptional circumstance because of the main line railway station. The allocation in the South Oxfordshire Local Plan 2035 (adopted prior to the LTCP 2022) at policy STRAT9 requires: vi) all necessary infrastructure, referring to the Infrastructure Delivery Plan, which is likely to include:

- a. road building equivalent to HIF,
- b. provision for excellent sustainable transport facilities including, but not limited to, new and improvements to existing cycle and footpaths including contributions towards a 'Cycle Premium Route' that is proposed between Didcot and Culham; provision of a new cycle bridge and associated connectivity and paths across the River Thames to connect appropriately with Abingdon on Thames to the north of the site; bus improvements including provision of a scheduled bus service,
- c. contributions to Culham station improvements including longer platforms, public realm, new station building, and potentially car parking.

It would be in accordance with this policy to include the items described in b. and c. that would be made less valuable and viable were HIF1 to be included.

11. In circumstances where the adverse transport impacts would override the previously understood need for a new road, the harm that would be caused to the natural environment would be unacceptable and in conflict with development plan and national policies that seek to protect biodiversity.

12. The information provided with the application is insufficient to demonstrate that the road, other transport measures, ancillary works and landscaping can be delivered and there would be severe financial, transport and environmental impacts, all contrary to development plan policies arising from an incomplete project.

Received 08/06/2023 21:06:52

Attachments

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr David Hall"/>
Address	<div><div></div><div></div></div>
Type of Comment	<input type="text" value="Objection"/>
Comments	<input type="text" value="Awful. Outdated ideas for yesterdays World. Cost projections are not valid. Massive overruns for sure if anybody is naive enough to approve. Sound, air and visual pollution. Must be stopped. Planning department at all levels of government involved need to be audited, urgently."/>
Received	<input type="text" value="06/06/2023 19:39:44"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr Dominic Butler"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>I would rather money was invested in better public transport for everyone to use, and reduce our reliance on cars.</p><p>I am concerned that simply increasing the road network will increase car usage. This is bad for the environment, and quality of life for local residents.</p><p>Oxfordshire is a place of great natural beauty, that should not be increasingly paved over.</p><p>Please consider investing in more sustainable and efficient transportation infrastructure.</p></div>
Received	<input type="text" value="06/12/2022 19:23:39"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Gareth Roberts
Address	34 Above Town
Type of Comment	Objection
Comments	See attached representations date 17 January 2023 on behalf of Mays Properties Ltd
Received	06/02/2023 11:36:55
Attachments	<div>The following files have been uploaded:</div> <div><a href="#">Representations by Mays Properties Ltd to Application Ref. R3.0138-21 (Revised Submission) 17-01-2023.pdf</a></div>

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr George Curtis"/>
Address	<div><div></div><div></div></div>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div>The County has recognised that there is a Climate Emergency. This HIF1 road project will ease and thus increase the use of vehicular transport and hence will increase the carbon footprint of transport in the County. Five parish Councils have objected due to the impact of this scheme on their environment. Please listen to local people!</div>
Received	<input type="text" value="19/01/2023 11:00:30"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Guy Wilson
Address	
Type of Comment	Objection
Comments	<p>Dear Sirs,</p> <p>I have reviewed the proposed HIF1 road scheme and object for the following key reasons:</p> <ol style="list-style-type: none"><li>1. Proposed Bridge and Increased Congestion and Pollution - the proposed bridge over River Thames near Culham is too wide, unsightly and poorly designed with limited landscaping which would look completely out of place in a rural environment. If such a bridge and road was to proceed substantial landscaping would be required. Other parts of the route are also poorly planned and designed and unsightly including the elevated section near Appleford. This road would bring noise and air pollution to the area North of the Thames between Culham and Clifton Hampden. HIF1 would cause increased traffic congestion in the area and most likely would be treated as a "mini expressway" destroying the rural environment and countryside to east of Abingdon between Culham and Nuneham Courtenay. HIF1 would cross a nature reserve and River Thames between Appleford and Sutton Courtenay and damage picturesque Thames Valley with it's Thames Path running between Culham and Clifton Hampden.</li><li>2. Financial Viability-It is my understanding that the cost of this HIF1 Road has greatly increased in cost to over 300m and is reliant on a loan of 30m from OCC and it also dependent upon Sec 106 payments from housing groups and diverting funds from other areas of its budget. We are in a period of severe economic hardship with a cost of living crisis and witnessing reducing housing take up rates following Brexit and due to increases in interest rates. I question therefore why OCC would financially put itself in this position to fund a major infrastructure project of this nature with limited funds with current increased labour and rising construction costs compounded by rising inflation. It is highly likely that the costs of HIF1 could rise again and the funding of HIF 1 would become even more unviable. It is not realistic to assume Sec 106 payments from housing groups which have been assumed in this construction timeline.</li><li>3. Timing and Certainty of HIF1 -It is my understanding that HIF1 needs to reach Practical Completion by September 2026 given we are in Q1 2023 I question whether it could be delivered in this timeframe from a construction timeline point of view and OCC should be committing to this project. My understanding is that certain land would need to be acquired by Compulsary Purchase Order at Milton and there are objections to this meaning that this proposed timetable is completely unrealistic and unviable.</li><li>4. Contary to Oxfordshire's Local Transport &amp; Connectivity Plan -HIF1 will create additional carbon emissions and not enough electric vehicles are being produced to meet LTCP Targets. I understand that HIF1 is contary to Transport DeCarbonisation policies and excess traffic caused by HIF1 would result in both SODC and VWH not meeting their decarbonisation targets by 2030. OCC should not be pursuing additional road infrastructure on this basis if it breaches other environmental policies. There are other means of transportation in the area which should be utilised in place of HIF1-increased use of trains between Didcot( incl Apleford and Culham) and Oxford, electric buses and use of cycle ways.</li></ol> <p>I would like HIF1 to be reconsidered completely.</p> <p>Yours sincerely,</p> <p>Guy IS Wilson</p>
Received	20/01/2023 19:04:09
Attachments	



# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr Ian Ashley"/>
Address	<input type="text"/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<p>Bioabundance Community Interest Company object to the HIF1 road scheme.</p> <p>The County and District Councils have all declared climate emergencies and HIF1 would undermine their net zero targets by increasing emissions at the very time we need to be urgently reducing them.</p> <p>Oxfordshire's green spaces are already under heavy pressure. A major new road cutting across open countryside and wildlife habitats will make matters much worse and open up further areas of Greenbelt for development.</p> <p>There is already an adequate supply of housing land (over 5 years) in both the Vale and SODC to meet local housing plans. It is well known that the housing requirement figures in the current district plans are overstated due to the requirement in the NPPF to use outdated population figures. We are optimistic that the upcoming planning reforms will revise the NPPF, including the removal of a duty to cooperate and therefore a bogus unmet need requirement from Oxford City, which will result in lower housing need figures across the districts.</p> <p>The project conflicts with the Local Transport and Connectivity Plan (LTCP) which was recently adopted by the County Council and requires a reduction of 1 in 4 car trips by 2030, and a further reduction of 1 in 3 car trips by 2040 to deliver a net zero transport network. HIF1 will result in increased car trips as evidence shows that new roads actually induce further demand.</p> <p>We understand that the current scheme promoted by Oxfordshire County Council would cost at least 300 million and that the County will need to borrow at least 30 million, likely costing 1.8m annually (6% interest) to pay for it. It will also need to divert a further 26 million from local sources that could be put to better uses, to make up the balance. This seems entirely inappropriate when that money could be spent on alternative approaches to resolve the existing traffic issues and improving public transport and active travel infrastructure to better connect our towns and villages.</p>
Received	<input type="text" value="19/01/2023 16:29:28"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr Jack Collin"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div>Building a major new road will, as all such roads do, generate a substantial increase in motorised traffic. Roads generate the amount of traffic required to fill them. Reducing motorised road traffic is essential if the UK and Oxfordshire are to meet their carbon emissions targets. Motor roads generate noise pollution and reduce access between and within communities for pedestrians and cyclists. They prevent free movement of wild animals and reduce biodiversity. The associated housing development they generate is invariably largely car dependent. The enormous sum of money required for this project will in effect mean that all the existing residents of Oxfordshire will have to pay more taxes to make the quality of their lives substantially worse than it currently is. The money saved by not building this road could reasonably be spent on projects that make our lives better not worse. Transport plans should be directed at reducing existing road space available for motorised transport and reallocating road space for cycling and walking. Where necessary building extra traffic free routes for pedestrians and cyclists is an environmentally friendly option.</div>
Received	<input type="text" value="20/01/2023 12:30:27"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr John Blackburn"/>
Address	<input type="text"/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><div>1. It is unlikely to prove financially viable. A cost of 33m per mile is poor value for money. This is the initial projection of cost. Many projects overrun their costs by 50-100%.</div><div>2. It will increase congestion. Where the new road meets the existing road network, there are likely to be 'pinch-points' which will cause congestion where these did not exist before. New roads always attract more traffic and their associated pollution.</div><div>3. It is contrary to local carbon reduction policies. It does not reconcile with Oxfordshire County Council's climate policies and carbon reduction targets at this time of climate crisis.</div><div>4. It directly contradicts Oxfordshire County Council's Local Transport &amp; Connectivity Plan (LTCP) to reduce car usage recently approved by the Council and which is now official policy.</div><div>5. This plan should be withdrawn to allow alternative sustainable transport infrastructure to be developed that will benefit everyone, not just car owners.</div><div>6. It breaches Greenbelt policy.</div><div>7. It will cause damage to the natural environment and wildlife habitats.</div><div>8. It will reduce our ability to grow food produce at a time of increasing food insecurity.</div></div>
Received	<input type="text" value="20/01/2023 20:27:07"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr John Griffin"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<input type="text" value="I object to this new road in principle, as it goes in the opposite direction to the council's declared policy to tackle climate and environmental change and make Oxfordshire a resilient, sustainable county based on low carbon impact and active travel."/>
Received	<input type="text" value="03/05/2023 06:42:11"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr John Griffin"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<input type="text" value="The proposed HIF1 road scheme is contrary to the Council's own climate change and local transport policies, and opposed by the five parish councils along the route. There are much better ways to meet our transport needs than a new nine mile arterial link road through the countryside of South Oxfordshire. The County Council's own transport plan says that you want to prioritise active travel (walking, cycling) and public transport and to reduce car journeys by 1 in 4. Yet this outdated road plan will generate more traffic, cause pollution and undermine your climate targets both in its construction and its operation. This proposal is an out-dated idea and a complete waste of our public money that should be spent on tackling the climate, energy and ecological crises."/>
Received	<input type="text" value="20/01/2023 20:31:14"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr John Maskell"/>
Address	<div><div></div></div>
Type of Comment	<input type="text" value="Objection"/>
Comments	<input type="text" value="This major development would blight our countryside, harm wildlife, damage the climate, and increase traffic congestion on local roads."/>
Received	<input type="text" value="17/01/2023 12:10:47"/>
Attachments	



# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr Jordan Baxter"/>
Address	<div><div></div></div>
Type of Comment	<input type="text" value="Support"/>
Comments	<input type="text" value="100% support. Transport aids job prospects, social mobility etc. This is the exact kind of project I like to see my tax money spent on"/>
Received	<input type="text" value="15/03/2023 22:40:03"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr Mark Beddow"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>It is clearly apparent to East Hendred Parish Council that traffic from Wantage on the A417 is increasing due to extensive house building there. This is increasing congestion at the Milton A34 interchange which then impedes the A34 with the density of traffic joining the A34. This then impedes all flows on the interchange roundabout. This does not need to be modelled, OCC Highways can go and measure it.</p><p>The arguments of OCC Highways that the Hif1 can relieve this situation is laughable. With Hif1, OCC desire to dump more houses on the Didcot Conurbation and get government money for it. More houses in green belt to help turn the Thames into an open sewer. This is against the OCC environmental and road policy. Indeed opinion has been made that this failure should allow approval by OCC to be taken to Judicial Review (see Stonehenge).</p><p>The Hifi requires financial borrowing and commitment by OCC to the tune of 56 million. OCC has NOT layed out the financial risks to the rate payers of Oxfordshire from project delay and increasing interest rates. There is also the government time limit, increasing gilt bond prices, house price fall and the simple fact that house buiders do not build at a loss. OCC can also expect environmental action to disrupt this project if it is started.</p><p>Mark Beddow 9-June-23</p></div>
Received	<input type="text" value="09/06/2023 15:58:00"/>
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# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr Mark Beddow"/>
Address	<div><div></div></div>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>The HiF1 proposal with the accompanying house building on green land is environmentally destructive, very financially risky for OCC and hence all Oxfordshire residents and simply a very bad idea if OCC want to be taken seriously on reducing CO2 emissions.</p><p>From the persepective of the East Hendred Parish Council planning group, the Milton/A34 interchange is at capacity with A417 traffic for the A34 and the Milton industrial estate. The A417 traffic will only increase as the additional 4500 wantage homes are occupied. Didcot/Wantage surgeries and schools are at capacity and the TW sewage network is overloaded and leaking.</p><p>Those the gods wish to destroy they first make mad</p><p>Mark Beddow</p></div>
Received	<input type="text" value="18/01/2023 22:07:31"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr Mark Westwood"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div>This proposed scheme is ludicrous, this is a rural village community. The proposal is completely not in keeping with the environment that is our duty to protect. It also fails to provide any solution to traffic volumes as that can only be solved by community transport. The induced traffic volumes to Sutton Courtenay, Appleford and neighbouring villages has not been adequately assessed. Further the basis on which this scheme is being proposed is historic and incorrect, we are moving to more home based working and less labour due to AI. The opportunity for further sprawling ugly housing estates will be facilitated by this scheme. The traffic that will generate is not assessed. STOP and think before ruining our countryside for profit of few.</div>
Received	<input type="text" value="04/06/2023 20:57:02"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr Neil Fawcett"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>We must invest in clean transport rather than new roads.We need to decarbonise our transport system.Transport is the single biggest contributor to the UK's emissions and is the only sector that has not yet achieved significant reductions from the 1990 baseline.</p><p>The transport sector needs to reduce emissions by two-thirds over the next ten years if we are to meet national targets.</p><p>New roads designed to 'relieve' traffic have repeatedly led to increased traffic in the area.There is ample clear evidence on this.This road is likely to take traffic off the A34 that is heading for the M40 and may be part of an 'Expressway by stealth'.</p><p>If this road is built there will be pressure for a further new road linking this one to the M40.The road proposal is linked to the 'Oxfordshire Growth Deal' and to major new housing developmentson greenfield sites.</p><p>The Growth Deal figures for housing need have been widely challenged.The proposal has not followed government guidance on 'Transport Appraisal'.</p><p>There is no evidence that there has been a full evaluation of all options including not building the road and public transport based solutions.</p><p>This road will cost 294 Million- money that should be invested in clean transport.</p></div>
Received	<input type="text" value="06/05/2023 08:19:05"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr nico crombie"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<p>I endorse the objections submitted by the CPRE, Parish Councils and BBOWT.</p> <p>I find that the planning statement fails adequately to evidence the benefits claimed for the proposal in its planning statement as follows:</p> <p>. 7.1.3 " The Proposed Development provides a strategic solution to enhance the connectivity between key housing sites and areas of employment growth. The infrastructure investment will help relieve pressure on local transport networks and will facilitate economic growth across the Science Vale area whilst accommodating the expanding communities in the local area. "</p> <p>The applicant fails to define what it means by "key housing sites" but refers to the Didcot Garden Town area and other developments to the west of the A34. "Connectivity to areas of employment growth" is similarly poorly defined but is taken to mean the Garden Town, Harwell and Culham. The applicant fails to provide a thought through assessment of the potential to improve links solely to the west of the River Thames corridor or through the improvement of transport systems not dependent on a sub motorway which is likely to increase, not decrease , road use.</p> <p>In its planning statement at 2.3.8 ". As a result of the Phase 1 sift, public transport improvements such as an enhanced bus network, rail networks and stations were found to not be suitable due to the amount of land take required, complexity and costs, and the implications and dependencies on the whole transport system within Didcot and the Science Vale. In addition, junction realignments and signalisations were found to have poor feasibility and deliverability, along with extremely high costs... " the applicant writes off alternative options without evidencing serious consideration.</p> <p>Local schemes to improve sustainable means of transport; improvements to the railway service; location of housing as part of employment development should all have been considered.</p> <p>The applicant therefore fails to make a case for the need for the proposal which would outweigh the harms the scheme creates - as set out in the preliminary environmental appraisal to the landscape and townscape, biodiversity, cultural and heritage environment and introduction of new major risk factors eg flood, increased non sustainable road use and commuting and pressure on non sustainable development</p> <p>I assert that the harms identified are downplayed in the applicant's assessment, adequate mitigation measures are not proposed or possible and that the general public as a whole has not been given the opportunity to express its opposition to the proposals or to be satisfied as to its need.</p> <p>Finally no assessment is given to the damage to a major heritage and cultural feature of England and its iconic landscapes and history represented by the River Thames. For some reason we, those of us who have travelled up and down the Thames by various means over the last 70 years ( and many who are younger) seem to take the river for granted. We have ancestors back to the bronze age, Turner, Betjeman, Nash etc etc for whom the Thames is central and on this basis a case for World Heritage designation could be made. Do Oxfordshire County Council wish to be responsible for major harm to this heritage?</p>
Received	<input type="text" value="19/01/2023 17:26:07"/>
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# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr Peter Sage"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>I object to this proposed application. The proposal has not demonstrated compliance with government guidance on 'Transport Appraisal'.</p><p>For an application of this magnitude this is completely unacceptable and would seem to indicate a cavalier attitude to the application. Failure at such a basic level calls into question the entire application quality.</p><p>The road proposal makes reference to the widely discredited 'Oxfordshire Growth Deal'. The applications reliance on a discredited report indicates it's lack of integration with OCC and the counties other planning requirements.</p><p>The investment is enormous and OCC should not be funding these schemes when budgets are so tight. Growth should be sustainable, and driving demand with legacy road schemes should not be funded by taxpayers money.</p></div>
Received	<input type="text" value="30/03/2023 12:43:59"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr Robert Green"/>
Address	<div></div>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div>I have commented before on this application and will not repeat my previous objections (on file)  I have now been provided with information on Noise Impact from the proposed road. It is clear that the noise impact on houses in Main Road and Chambrai Close will be detrimental to health and quality of life, which is another very important reason to not proceed with this plan.  I also refer to NEIGHBOURING PARISH COUNCILS -JOINT COMMITTEE. Appleford-On-Thames, Culham, Burcot &amp; Clifton Hampden, Nuneham Courtenay, Sutton Courtenay. STATEMENT OF OBJECTION (R3.0138/21) ON THE BASIS OF NOISE .  Yours sincerely  Robert Green</div>
Received	<input type="text" value="16/01/2023 18:25:07"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Robin Draper
Address	
Type of Comment	Objection
Comments	<p>OBJECTION TO APPLICATION R3.0138/21</p> <p>Having looked carefully again at the HIF 1 Application and in particular the Sect 25 responses, I wish to reiterate both my disappointment at how this scheme has developed and my strong objection to the current application, which fails to meet almost all the aims behind the project.</p> <p>In particular, the traffic data produced is based on out-of-date input, which fails to prove that the scheme will reduce traffic congestion in the area. Indeed, the application admits that congestion will return to current levels in about eight years and that does not allow for the 'induced traffic' the scheme will attract, particularly through the villages. If that had been included, estimates vary, but congestion is likely to return to current levels much earlier and possibly in as little as two years. This is hardly the 'future proofing' the scheme is meant to provide.</p> <p>I am also disturbed to note the failure of the planners to provide the clarification sought by five parish councils across a range of issues, particularly the efficacy of the transport data underpinning the scheme. They also have failed to respond positively to the requests, such as Appleford PC to adjust the plan to reduce the impact on its community and others for the inclusion of adequate mitigation measures. Without the latter, no scheme of this magnitude can be viewed as complete.</p> <p>All this raises questions over the scheme's benefits and value for money and whether the funds could not be better used with a more modern approach to sustainable transport, which could be more effective in meeting the HIF aims of 'future proofing local infrastructure provision'. All that is not to mention the upheaval the construction of the current scheme will involve and that it will not provide the transition to sustainable transport that is now required in the County Council's Local Transport policy.</p> <p>I note the increase in the budget from 234 to 296 million and that to meet the latter will require OCC to borrow 30 million. Even given that, there is insufficient allowance for the current level of inflation, which was some 16.2% in the year to September in construction material costs. The viability of a scheme of this nature is a material planning consideration and should have already led to the withdrawal of this application.</p> <p>I also note the Council's intent to reduce costs through 'value engineering', which will inevitably reduce the sustainable transport provisions such as cycleways, walkways and links to footpaths. This will also affect the limited mitigation measures the scheme currently includes and will prevent OCC from introducing other measures to meet the concerns of the communities most affected by it.</p> <p>Other issues, such as the breach of the Government and County/District Councils' climate change policies and, in that context, the inevitable increase in CO2 emissions this scheme will bring, are also sufficiently serious to warrant the rejection of this current application.</p> <p>The present application fails to meet its primary remit of reducing traffic congestion, is financially risky and breaches the Council's current policies on Transport and Climate change and should be withdrawn prior to Planning Committee consideration and if not then firmly rejected by the Committee.</p>
Received	20/12/2022 19:15:11
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr Stephen Luther"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Support"/>
Comments	<div><p>This vital infrastructure is well over due , with daily long traffic delays in Sutton Courtenay and Clifton Hampden the need for a new bridge over the River Thames has been apparent for decades . With the accelerated building of houseing it is even more vital now .</p><p>The quality of life for the residents of both villages will only deteriorate even more if this does not happen. The motor car , however it is powered is going to be with us for a long time yet . There is no realistic alternative in a rural area especially for people who are less mobile</p></div>
Received	<input type="text" value="15/12/2022 19:36:06"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr Tim Hunt"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>This road is a dinosaur response to a politically expedient problem. Authorities have been building roads for decades and all that ever happens is that more cars turn out onto the roads and the congestion moves a bit further on, until it reappears back where it started. It is an exercise in vote buying by politicians with a short time horizon.</p><p>The health of Oxfordshires population is better served by less promotion of cars and more promotion of public and active transport.</p><p>The health of the planet is better served by less promotion of cars and more promotion of active and public transport.</p><p>This is yesterdays solution to yesterdays problem, there are so many alternatives to tomorrows issues that are far better, far cheaper, and far less damaging.</p></div>
Received	<input type="text" value="19/03/2023 17:20:58"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mr Tom Green"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Comment"/>
Comments	<p>The building of any new roads is not compatible with the Climate Emergency declared by OCC. Schemes for new roads fundamentally make driving easier and more attractive, encouraging people to drive further and more often, and there are many studies showing that building new roads increases overall traffic volumes e.g. <a href="https://www.cpre.org.uk/wp-content/uploads/2019/11/TfQLZ-ZTheZImpactZofZRoadZProjectsZinZEnglandZ2017.pdf">https://www.cpre.org.uk/wp-content/uploads/2019/11/TfQLZ-ZTheZImpactZofZRoadZProjectsZinZEnglandZ2017.pdf</a></p> <p>If this scheme must be built, a new pedestrian and cycle link across the Nuneham Viaduct should additionally be put into place connecting NCN route 5 from Oxford and Radley Lakes to Culham Science centre.</p> <p>Currently, cycling from Oxford to Culham Science Centre, Clifton Hampden, Long Wittenham and Wallingford via NCN5 involves a long detour via Abingdon and Sutton Courtenay. Cycling to Clifton Hampden on the East side of the Thames is not possible as the A4074 is entirely unsuitable for cycling. In conclusion, there is currently no reasonable active travel route from Oxford to Didcot HIF1, so any additional active travel benefits delivered as part of HIF1 will be very limited unless they link to Oxford.</p> <p>Adding a pedestrian and cycle link at the Nuneham Viaduct would join two existing PROWs (Thames Path and NCN route 5, and Oxford Greenbelt Way on the opposite side of the river) and create a new safe cycle route to Culham science centre and Clifton Hampden from Oxford and from Abingdon, where none currently exists. Almost all of the route is existing bridleway with only the viaduct link required. This is a very short distance to extend the scheme, given the huge scale of this scheme overall, and would have huge active travel benefits.</p> <p>This Nuneham Viaduct route has already been identified on Culham Science Centre's official Travel Plan drawn up in 2020, see map on p6 and bullet point on p13 as part of their proposed "Science Vale Cycle Network".</p> <p><a href="https://culham.org.uk/wp-content/uploads/2018/07/CSC-Travel-Plan-17-Dec-20.pdf">https://culham.org.uk/wp-content/uploads/2018/07/CSC-Travel-Plan-17-Dec-20.pdf</a></p> <p>This link should be an integral part of the active travel provision built into this scheme (if the scheme must be built at all).</p> <p>Tom Green</p>
Received	<input type="text" value="07/06/2023 13:03:11"/>
Attachments	The following files have been uploaded: <a href="#">NCN route 5 and Nuneham Viaduct.pdf</a>



# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mrs Alison Draper
Address	
Type of Comment	Objection
Comments	<p>OBJECTION TO APPLICATION R3.0138/21</p> <p>I urge the Planning Committee to reject this flawed application and request the case officer to stress that, as submitted, the scheme is bordering on, if not actually unlawful, as:</p> <p>a. It is contrary to the NPPF, the Planning Policy Guidance, the County Council and District Councils' policies aimed at achieving net-zero and meeting binding national targets for carbon emissions reduction.</p> <p>b. It conflicts with the Local Transport and Connectivity Plan and does not contribute sufficiently to the aim of providing more sustainable transport provision in the area.</p> <p>Initially, I was optimistic about the HIF1 scheme and its aims to ensure that the impact of increased housing on the traffic network was acceptable whilst future-proofing the local infrastructure provision and reducing congestion around Didcot and in villages such as Sutton Courtenay. The Council also sought to ensure local communities that the scheme would provide value for money and support Didcot Garden Town as a vibrant community.</p> <p>A detailed analysis of the scheme shows that it fails to meet any of those aims.</p> <p>Congestion. The application states that congestion is expected to return to the same unacceptable levels of congestion in 8 years or so. However, the data supporting the contention that congestion would be reduced fails to allow for 'induced traffic', which is an essential requirement in transport planning. Had that been included, it is clear that any easing of congestion would be fleeting and therefore raises questions about the scheme's benefits. It also undermines any claim that the plan is 'Future-proofing the local infrastructure'.</p> <p>Value for Money. Without the improvement in congestion, the Council is misleading local taxpayers that the scheme will be value for money and support 'Didcot Garden Town as a vibrant community'. Moreover, it is already well above budget and given escalating inflationary pressures on construction materials and other costs, the budget will need to be increased as the scheme is being built, risking it being reduced or only partially built.</p> <p>Deliverability. The deliverability of such a scheme is a material planning consideration and it is essential that the officer highlights the financial risks to its completion to the Planning Committee.</p> <p>I am also concerned about the Environmental Impacts of the scheme, not least upon those villages which will be most affected by it. The applicant's Environmental Statement fails to address these risks adequately and attempts by the surrounding villages to seek mitigation of those impacts have been largely ignored.</p> <p>Knowing the area, I am also alarmed by the Environment Agency's concerns about the flood risk and the difficulties of building such a large scheme so close to landfill cells and over former gravel pits, which will inevitably lead to higher costs than planned.</p> <p>In summary, the scheme will not meet its declared aims, will have limited and fleeting impact on congestion and is contrary to national and local plans and should therefore be rejected.</p>
Received	21/12/2022 20:49:26
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs April Jones"/>
Address	<div><div></div></div>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div>I object to the HIF1 scheme on the grounds that it is incompatible with net-zero commitments, will increase congestion (new roads create more traffic, and any relief will only be temporary), and will perpetuate assumptions of car-dependency that we badly need to move on from. It will have a negative impact on nature when nature depletion is one of the biggest current threats to human thriving.</div>
Received	<input type="text" value="18/01/2023 09:06:21"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Bridget Haffenden"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>I strongly object to this application, for the following reasons.</p><p>This nine mile arterial road scheme, which includes two bridges, a flyover and fourteen roundabouts/junctions, will bring no benefit whatsoever to our communities. With the effect on landscape, hydrology, acoustics and traffic it will adversely affect our countryside and natural habitats and climate. Not to mention the noise, pollution, drainage works and general disruption that the construction of this road scheme will create.</p><p>New roads invariably result in increased traffic. Oxfordshire County Council has failed to allow for the "induced traffic" that this new road will bring through Sutton Courtenay and neighbouring villages, with a shocking indication that congestion will return to current levels within eight years. More disturbing still is that other estimates, which include "induced traffic", indicate that there will be a return within two years. There has been no response to Sutton Courtenay Parish Council's question about whether the addition of a belated roundabout or junction on Appleford Road would increase traffic through the village. Appleford Parish Council's request that the road be moved 250m further away from houses has been dismissed. Parish Councils and residents' views should be respected and considered, rather than ignored.</p><p>In addition, the increased budget for HF1 has already resulted in Oxfordshire County Council borrowing 30 million. The government has said there will be no additional funding so the inflationary costs of construction and material costs would have to be borne by local taxpayers plus the interest on, and repayment of, the 30 million loan (approx 1.8 p.a.).</p><p>Given all the above, the benefits and value for money of this scheme are highly questionable. "Future proofing local infrastructure provision" is the stated aim of HIF. Surely this could be achieved by using the money to achieve a more modern approach to sustainable traffic, with improved pollution controls and addressing climate change?</p></div>
Received	<input type="text" value="11/12/2022 12:53:10"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Carolyn Lawson-Statham"/>
Address	<input type="text"/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>Dear Ms Catcheside</p><p>Re: Didcot HIF1 Scheme. Planning Application Ref. No. R3.0138/21.</p><p>I write in regard to the above project which, I understand, is under final consideration. I am a resident of Burcot and was, initially, in favour of this scheme which, on first glance, appears to relieve our village of congestion and fast-moving traffic on the A415. It appears to have the further advantage of potentially removing traffic and consequent pollution from Clifton Hampden which is a Conservation area. However, as I have come to understand the scheme better I cannot support it. This road will be a massive scar on the face of the county. The building of it and the traffic using it, will increase pollution levels and further encourage daily individual transport use when we should be building projects that ensure our net-zero targets have some chance of being met. This is a hugely expensive scheme that creates a 'dead-end' bottleneck at Nuneham Courtenay and will only encourage MORE (rather than less) use of the A415 through our village as drivers 'by-pass the by-pass' and use us as a cut through.</p><p>It just beggars belief that our councils are still considering building on Green Belt land. Funds should be directed towards improving public transport and the A34. Please would you consider at least putting this Hugely Expensive White Elephant on hold. As a further point on finances. It is not clear where the funds are to come from for this project surely not as debt to Oxfordshire taxpayers??</p><p>Please count me as an objector.</p><p>Yours sincerely</p><p>Carolyn Lawson Statham Chestnut Cottage Burcot OX14 3DJ</p></div>
Received	<input type="text" value="21/01/2023 18:03:52"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Cathy Gaulter"/>
Address	<div><div></div><div></div></div>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div>Councillors know that this flies in the face of OCC's Transport and Connectivity Plan. We know that building roads just generate mor motor traffic. We need to focus on getting people out of their cars and using public transport, cycling or walking. I know this scheme was devised before the new council so councillors need to stick to the principles and do the right thing. Do not let this go ahead. People do not want to walk or cycle next to busy, dangerous and polluted roads as in the picture. It is a perfect way to deter people from walking or getting on their bikes, they will just reach for the keys.</div>
Received	<input type="text" value="29/06/2022 11:24:33"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Elaine Howell"/>
Address	<div><div></div></div>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>This new road will impact enormously on the area, not least in the construction phase.</p><p>The application has failed to address the issue of 'induced traffic' so the promised easing of traffic flow through the village is likely to be very short lived.</p><p>The proposed roundabout on Appleford Road linking it to the Thames Bridge is of particular concern and that it will increase the traffic through the village using it as a rat run.</p></div>
Received	<input type="text" value="26/06/2023 16:57:35"/>
Attachments	



# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Fiona Danks"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<p>I understand that the OCC Cabinet is shortly to vote to support a major new road scheme across South Oxfordshire. The road scheme will cost over 294Million and the Council will need to borrow at least 30Million - money that could and should be spent on better public services.</p> <p>I understand the Council is committed to meeting the UK's national zero carbon target by 2040 and their proposed new transport policy focuses on reducing traffic and making active transport the 'natural first choice'. This plan undermines both these goals and will instead increase traffic loads.</p> <p>The road will cut through open countryside and includes a major new bridge over the Thames.</p> <p>Research repeatedly shows how new roads generate traffic. An independent assessment of this scheme shows how it will fail to tackle the traffic jams and congestion in the area.</p> <p>The Council states that they support the 'Pathways to a Zero Carbon Oxfordshire' plan (produced by Oxford University) which sets out the need for better transport polices rather than new roads. Construction will generate an estimated 154,000 tonnes of CO2 (c.12 times the County Council's own annual carbon emissions). Extra traffic will add to this burden.</p> <p>The council states that this road is 'vital infrastructure' to support new housing, but there has been no public discussion of alternative ways to deliver this support and the figures on which the need for new housing are based are flawed.</p> <p>This proposed road scheme goes completely against the Council's own existing environmental commitments, and exposes the Council - and us as taxpayers - to significant financial risk. The increased CO2 emissions and air pollution resulting from this will be a step backwards for the work to create a clean and healthy county, while the inevitable impacts on nature and landscape along the route will also be significant.</p> <p>This is a foolish and short-sighted proposal, first planned six years ago. Councils in other parts of the country are pulling back on plans for new roads. Oxfordshire must do the same.</p> <p>I therefore ask that Oxfordshire County Council withdraw this proposal and develop an infrastructure plan that meets the county's needs for a safe and sustainable future.</p>
Received	<input type="text" value="29/06/2022 08:49:51"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Harriet Rutter"/>
Address	<div><div></div><div></div></div>
Type of Comment	<input type="text" value="Objection"/>
Comments	<input type="text" value="This doesn't fit with the environmental plan for Oxfordshire."/>
Received	<input type="text" value="20/01/2023 14:54:16"/>
Attachments	



# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Janice Stocker"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<p>I object to the HIF1 road scheme for the following reasons:</p> <ol style="list-style-type: none"><li>1. It is not financially viable. The current scheme promoted by Oxfordshire County Council would cost at least 300 million. Much of the funding would come from Government, that is the taxpayer, but the County will additionally need to borrow at least 30 million, costing 1.8m annually (minimum of 6% interest) to pay for it. It will also need to divert a further 26 million from local sources that should be put to better uses, to make up the balance. At a cost of 33 million per mile [56,000 per foot] HIF1 is unaffordable!</li><li>2. It will increase congestion. The Councils claim that the HIF1 road will ease traffic is false. It is more likely to increase congestion in Didcot and in villages near the route, longer term. Evidence shows that new roads fill with traffic soon after construction. With HIF1, modelling predicts that average speeds on local roads will fall to 18 mph by 2034 - 6 mph below current levels. Three years of construction traffic (from 2023-2026) will also cause serious congestion around Didcot, Milton and local villages.</li><li>3. It is contrary to local carbon reduction policies. The County and District Councils have all declared climate emergencies:  Oxfordshire County Council is aiming for 'net zero' by 2050  Vale of White Horse District Council wants to be carbon neutral by 2045, with an aim for a 75% reduction in emissions across the district by 2030  South Oxfordshire District Council wants its area to be carbon neutral by 2030.  HIF1 will undermine all these targets by increasing emissions at the very time we need to be urgently reducing them.</li></ol> <p>4.It is contrary to Oxfordshire's Local Transport &amp; Connectivity Plan to reduce car usage. The LTCP, recently adopted by the County Council, requires a reduction of 1 in 4 car trips by 2030, and a further reduction of 1 in 3 car trips by 2040 to deliver a net zero transport network. HIF1 will take us in the opposite direction.</p> <p>5.It breaches Greenbelt policy. Oxfordshire's green spaces are already under heavy pressure. A major new road cutting across open countryside and wildlife habitats will make matters much worse and open up areas of Greenbelt for development. There is already an adequate supply of housing land (over 5 years) in both the Vale and SODC to meet local housing plans.</p> <p>I am also concerned that less damaging and less costly alternatives have not been properly explored. The money would be better spent on</p> <ul style="list-style-type: none"><li>. improved public transport and active travel infrastructure to better connect our towns and villages.</li><li>. more frequent and extensive bus and rail services providing out region with real choice and alternatives to the car.</li></ul> <p>New development also needs to be built in the right places and with local services and amenities so that we don't have to drive long distances to access doctor surgeries or local shops.</p> <p>In short, we need to be building new communities with public transport alternatives not just car-based housing estates.</p>
Received	<input type="text" value="17/01/2023 15:49:09"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Jennifer Taylor"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<input type="text" value="This new road will greatly add to the traffic driving through our historic village. There are no plans outlined to protect our historic village. Our homes do not have foundations. It will be damaging to them as well a threat to the wildlife in the area. It will also damage our air quality"/>
Received	<input type="text" value="07/06/2022 22:05:34"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Jilly Wilkinson"/>
Address	<input type="text"/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div>I live in Sutton Courtenay and I am appalled by this proposal. The last thing we need is another major road, especially placed between (and in very close proximity to) Sutton Courtenay and Appleford. This area is already jammed with traffic and another road will do nothing to alleviate the problem. This is a completely outdated way of thinking about the future. Climate change is upon us and we need to get out of our cars. We need public transport that actually serves the local community and isn't planned from afar. The creation of a new road and bridge will cause major disturbance and disruption for years. It will result in endless noise and pollution - concrete, light, emissions of all descriptions, we already live with flies, rats and stench from landfill on the doorstep, the area seems to be a dumping ground for anything and everything - a target for development and I really think it has to stop. The A34 can be heard from my village, even though it is on the other side of Drayton, imagine another road even closer, which in effect will encircle the village with continuous traffic! The route of the new road lies smack through the last bit of natural countryside we have left, it runs through old gravel pits used by wildlife and is close to our tiny Millennium Common, these habitats will be destroyed. We cannot afford to lose these precious bits of so called 'scrap land' to development. Furthermore, the cost of this project, already exorbitant, is bound to escalate, leaving the local community paying the bill. This is a no-win situation for us. I am absolutely NOT in favour - in fact I see it as wholly destructive to people, wildlife and the natural environment - which we should be doing our utmost to protect.</div>
Received	<input type="text" value="14/12/2022 11:44:00"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Joanna O'Callaghan"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>Further to my previous comments I would add:</p><ol style="list-style-type: none"><li>1. The scheme fails to address one of the main aims of the project as traffic levels through villages to the north of Didcot will increase rather than decrease.</li><li>2.The scheme totally contradicts OCC's newly passed Local Transport and Connectivity Plan</li><li>3. The funds for the scheme are not available and in the recession the financial situation will deteriorate further.</li></ol><p>In the 1960's planners were able to see sense and turn down plans for a mega road system in and around inner London which would have resulted in total degradation of public transport and cycle/footways. Please see link <a href="https://www.theguardian.com/uk-news/2022/dec/13/londons-lost-mega-motorway-the-eight-lane-ring-road-that-would-have-destroyed-muc">https://www.theguardian.com/uk-news/2022/dec/13/londons-lost-mega-motorway-the-eight-lane-ring-road-that-would-have-destroyed-muc</a></p><p>I hope the OCC planning committee can do likewise.</p></div>
Received	<input type="text" value="19/12/2022 13:06:19"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Lillie Potter Boumphrey"/>
Address	<input type="text"/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>I object to this proposal for the following reasons:</p><ul style="list-style-type: none"><li>1) The cost will be crippling -a financial disaster that will be a great burden on the tax payer</li><li>2) Far from alleviating congestion it will bring more traffic and generate a great deal of air and noise pollution with devastating consequences for locals communities</li><li>3) It conflicts with all commitments to tackle climate change - it will continue to encourage private motor vehicles as the primary mode of transport failing to provide viable sustainable alternatives. The money would be much better invested in improving the rail service on the existing railway line from Didcot to Oxford via Culham with improved access for pedestrians and cyclists to ask the railway stations on route.</li><li>4) it will devastate the natural habitats of the water lands in the former quarries around Appleford and Sutton Courtenay; habitats which fall in a red zone for the endangered Great crested newts as well as supporting abundant bird life.</li><li>5) it will not deliver good value for money and the money could be far better invested elsewhere to provide a forward looking sustainable transport scheme worthy of "Science vale"</li></ul><p>Please pause this financially risky, highly damaging, poorly thought through road scheme and explore more sustainable alternatives. As currently proposed HIF1 will not resolve the local traffic congestion it is intended to address.</p></div>
Received	<input type="text" value="11/01/2023 14:25:59"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Lori Laing"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div>I object for the following reasons:<ul style="list-style-type: none"><li>- In 2022 and with a clear climate crisis, making large new roads is a shocking idea. Money should be used to increase public transport, creating new routes and making it easier and more affordable for the public to use.</li><li>- local business will be detrimentally impacted as people avoid a newly congested area, especially for small shops.</li><li>- Communities will be destroyed, with house prices plummeting and creating major concerns for people who are already suffering from financial crisis with energy, oil and food prices escalating</li><li>- Major habitat will have to be destroyed to make this build.</li><li>- This will have a detrimental impact on both wildlife and communities, with grade I and II listed properties being damaged by air pollution and congestion, and potentially damaged by building.</li></ul></div>
Received	<input type="text" value="09/06/2022 11:08:49"/>
Attachments	



# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Lorna Stevenson"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>Garsington Parish Council object to the HIF1 road scheme.</p><p>We are concerned that this road will deliver significantly higher volumes of traffic to the Golden Balls roundabout and put excessive pressure on both the A4074 to Oxford and the B4015 which connects with the B480 to Garsington and Stadhampton. This will result in these roads requiring future costly upgrades with the associated environmental impacts. Are there not less damaging and less costly alternatives ?</p><p>The County and District Councils have all declared climate emergencies and HIF1 would undermine their net zero targets by increasing emissions at the very time we need to be urgently reducing them.</p><p>The project conflicts with the Local Transport and Connectivity Plan (LTCP) which was recently adopted by the County Council and requires a reduction of 1 in 4 car trips by 2030, and a further reduction of 1 in 3 car trips by 2040 to deliver a net zero transport network. HIF1 will result in increased car trips as evidence shows that new roads actually induce further demand.</p><p>We understand that the current scheme promoted by Oxfordshire County Council would cost at least 300 million and that the County will need to borrow at least 30 million, likely costing 1.8m annually (6% interest) to pay for it. It will also need to divert a further 26 million from local sources that could be put to better uses, to make up the balance. This seems entirely inappropriate when that money could be spent on improved public transport and active travel infrastructure to better connect our towns and villages.</p><p>Oxfordshire's green spaces are already under heavy pressure. A major new road cutting across open countryside and wildlife habitats will make matters much worse and open up further areas of Greenbelt for development. There is already an adequate supply of housing land (over 5 years) in both the Vale and SODC to meet local housing plans.</p><p>Yours sincerely,</p><p>Lorna Stevenson on behalf of Garsington Parish Council</p></div>
Received	<input type="text" value="20/01/2023 16:07:03"/>
Attachments	



# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Rebecca Rainbow"/>
Address	<div></div>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>Dear Sir/Madam</p><p>I would like to object to the proposed design of the HIF1 scheme, for the following reasons:</p><p>The scheme is not viable. Due to the current estimated costs and additional funding required and amount put onto taxpayers, this is not viable in the current climate.</p><p>It will cause traffic jams and divert traffic to create rat runs locally. Especially during the construction phase. Traffic volumes in villages will return to current levels in 10 years, so will only provide short-term relief, no long term solution.</p><p>It is contrary to Oxfordshire's Local Transport &amp; Connectivity Plan to reduce car usage.</p><p>The road will damage the health and wellbeing of residents by increasing noise and air pollution.</p><p>The Primary Objective of the HIF1 road is to support housing development, yet it has been designed as an arterial link (A34 to the B4015 - effectively a South Abingdon bypass to east Oxford / M40) which will bring large volumes of commercial traffic impacting the villages along the route.</p><p>It will scar the landscape of the surrounding areas.</p><p>The application breaches greenbelt policies.</p><p>All affected councils have declared climate emergencies and set carbon reduction targets. Yet HIF1 is not compliant with these policies and undermines the ability of local councils to reduce carbon emissions quickly enough.</p><p>As a resident who will be bordering the new road our concerns and questions have not been addressed. While we do think that sections of the project would be beneficial the current design does not take into account the impact to the environment and wildlife in the area. The local parishes have been trying over the last couple of years to meet with the council and provide alternative suggestions to the route but there has been resistance without reason.</p><p>Please review the documentation provided by the parishes and the concerns raised. We live in an area where we have deer wander just behind our property, red kites nesting, bats nesting in the trees next to where this road will go. I'm unsure if the sacrifice of their homes is worth the cost and increased pollution of this scheme.</p></div>
Received	<input type="text" value="16/01/2023 10:23:49"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Rebecca Varley"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<input type="text" value="It is impossible to fathom when the public coffers are so low that 300m can be spent on a nine mile road that will cut through the heart of the precious South Oxfordshire countryside, particularly when it goes against the council's own LTCP and emissions targets. Please, please consider the next generation who will stare open-mouthed when they realise this is a decision that was consciously made with an understanding to all this and yet pushed through in a desperate grab for government funding, which is directed at all the wrong kinds of development. Perhaps this should be the starting point for the council's attentions-use some of its influence to make central government see sense rather than playing to its dangerously out-of-touch tune."/>
Received	<input type="text" value="06/11/2022 09:33:46"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Rosalind Kent"/>
Address	<div><div></div><div></div></div>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>We must invest in clean transport rather than new roads. We need to decarbonise our transport system. Transport is the single biggest contributor to the UK's emissions and is the only sector that has not yet achieved significant reductions from the 1990 baseline. The transport sector needs to reduce emissions by two-thirds over the next ten years if we are to meet national targets !</p></div>
Received	<input type="text" value="08/05/2023 20:42:37"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mrs Rosalind Kent
Address	
Type of Comment	Objection
Comments	Cyclepaths do not seem to have been considered. These would a) remove cars from the roads, and b) reduce greenhouse gas emissions considerably !!
Received	09/01/2023 12:56:11
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Rosalind Kent"/>
Address	<div><div></div><div></div></div>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div>We must invest in clean transport rather than new roads. We need to decarbonise our transport system. Transport is the single biggest contributor to the UK's emissions and is the only sector that has not yet achieved significant reductions from the 1990 baseline. The transport sector needs to reduce emissions by two-thirds over the next ten years if we are to meet national targets. This road will cost 294 Million - money that should be invested in clean transport !!</div>
Received	<input type="text" value="17/02/2023 12:56:46"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Rosalind Kent"/>
Address	<div><div></div><div></div></div>
Type of Comment	<input type="text" value="Objection"/>
Comments	<input type="text" value="New roads involve fossil fuels in the making and in the using. This will exacerbate the Climate Crisis! We must concentrate more on subsidised public transport and a decent cyclepath network, to encourage people out of their cars and into a healthier form of transport."/>
Received	<input type="text" value="20/03/2023 20:25:33"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Ruth Ward"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Comment"/>
Comments	<div><p>The construction of the Milton interchange took years of disruptive roadworks and is now very complex, confusing and dangerous. To add another road to this will increase the danger and confusion.</p><p>The new bridge and road will be highly disruptive to Appleford, Culham, Clifton Hampden and Nuneham Courtenay.</p><p>New roads don't reduced traffic. They merely divert it and this will simply bring more pollution and congestion to these villages and increase the difficulty of achieving a carbon neutral target. The cost will be prohibitive at a time when there is a shortfall of 44 million and when the country is in such a chaotic state.</p><p>It would make much better sense to delay the time frame and opt for a more desirable alternative.</p></div>
Received	<input type="text" value="13/12/2022 16:06:35"/>
Attachments	



# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Sarah Furze"/>
Address	<div><div></div><div></div></div>
Type of Comment	<input type="text" value="Support"/>
Comments	<div>Please get on with this construction, Everyday I use both culham built in 1809 and Clifton Hampden bridges. I live in Sutton Courtenay, my grandson lives in long wittenham and goes to school In Clifton Hampden. Both those bridges and their construction is not able to continue with the volume of traffic especially with road closures on the A34 and the modern weight of these electric cars. The sooner the better</div>
Received	<input type="text" value="24/06/2023 20:17:09"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Sophie Wilson"/>
Address	<div><div></div><div></div></div>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>It's irresponsible of the council to take on this enormous debt to pay for this unnecessary road. It will encourage more traffic, make roads more congested, increase pollution, ruin the Thames pathway and river users enjoyment.</p><p>Council should be protecting local communities and not destroying them.</p><p>Please stop.</p></div>
Received	<input type="text" value="20/01/2023 18:41:35"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Sorrel Shamel-Wood"/>
Address	<div><div></div><div></div></div>
Type of Comment	<input type="text" value="Objection"/>
Comments	<input type="text" value="I am concerned that this road will have a negative impact on local wildlife, pollution, noise and generally be detrimental to quality of life in the area."/>
Received	<input type="text" value="07/06/2022 07:10:56"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Mrs Suzanne McIvor"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div>Objection is based on: 1. The element of the cost of the road that will be paid by Oxfordshire taxpayers and the risk of overruns. I believe the money could be better spent on other projects. 2. New roads do not reduce traffic. Conversely, evidence would suggest that they lead to an increase in traffic which is not the desired outcome. 3. I believe that this road project is part of an OxCam Expressway being built by stealth. 4. I believe that one of the main reasons for building this road is to facilitate the building of new houses. Oxford has already committed to more than its fair share of housing. 5. I don't see how building this road will help to achieve the Council's targets for reduction in car trips in Oxfordshire. 6. I believe that this road would be extremely damaging to the natural environment. 7. I believe that this road would be damaging to the Oxfordshire countryside which is already under severe pressure from other sources eg housing and associated infrastructure, solar developments, large scale warehousing projects, OUFC stadium proposal, and industrial uses.  I ask the Council to abandon HIF1</div>
Received	<input type="text" value="20/01/2023 20:22:08"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Ms Anne Maclachlan
Address	
Type of Comment	Objection
Comments	<p>We must invest in clean transport rather than new roads. We need to decarbonise our transport system. Transport is the single biggest contributor to the UK's emissions and is the only sector that has not yet achieved significant reductions from the 1990 baseline. The transport sector needs to reduce emissions by two-thirds over the next ten years if we are to meet national targets. New roads designed to 'relieve' traffic have repeatedly led to increased traffic in the area. There is ample clear evidence on this.</p> <p>This road is likely to take traffic off the A34 that is heading for the M40 and may be part of an 'Expressway by stealth'. If this road is built there will be pressure for a further new road linking this one to the M40.</p> <p>The road proposal is linked to the 'Oxfordshire Growth Deal' and to major new housing developments on greenfield sites. The Growth Deal figures for housing need have been widely challenged. The proposal has not followed government guidance on 'Transport Appraisal'. There is no evidence that there has been a full evaluation of all options including not building the road and public transport based solutions.</p> <p>This road will cost 294 Million - money that should be invested in clean transport.</p> <p>The new County 'LTCP' transport plan proposes to 'replace or remove 1 out of every 4 current car trips in Oxfordshire by 2030'. Building this new road will instead increase car trips and undermine the Council's own plans and commitments to a zero carbon future.</p>
Received	11/03/2023 11:26:19
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Ms Elizabeth Scott-Moncrieff"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<input type="text" value="This scheme has few benefits and a very high cost in many respects - huge environmental impacts, an increase in pollution and air quality ( already a major problem in the area), social impacts and destruction of village communities, destruction of habutad and trees, increasing urbanisation, local congestion etc etc etc. What is to be gained, other than more opportunities to build unnecessary structures and housing along the roure? Why are we not supporting policies aimed at reducing vehicular traffic, rather than facilitating it? This money could be better used elsewhere."/>
Received	<input type="text" value="06/06/2022 23:14:52"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Ms Isabel Braddock"/>
Address	<div><div></div></div>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>New and expanded roads induce increased demand for car journeys. The idea that expanding this road will reduce traffic is short sighted. This hugely expensive road is a waste of money that should be spent on sustainable transport projects which would encourage people to use clean transport instead of cars. This project is a huge step backwards in terms of reducing carbon emissions and is completely incompatible with the council's climate policy.</p></div>
Received	<input type="text" value="14/04/2023 17:03:49"/>
Attachments	



# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Ms Laura Collins"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>This is a major development which will impact all villages along its route. Five parish councils are objecting to the plan as are BBOWT, our county Wildlife Trust.</p><p>This costly road (currently over 290M) is likely to generate more traffic and merely shift congestion from one site to another.</p><p>It will increase carbon emissions at a time when we must be cutting them rapidly.</p><p>It will slice through our countryside and involve a major new bridge over the Thames. It runs counter to Green Belt planning. It runs counter to other public transport initiatives within the same region.</p><p>Building this road will increase pressure for another road connecting this one to the M40 - the likely route of the abandoned Expressway plan. It looks like an 'Expressway by stealth'.</p></div>
Received	<input type="text" value="13/01/2023 10:36:28"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Ms Sarah James"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<p>I wish to object to and comment on the HIF1 planning application. I am the Vale of White Horse District Councillor for Hendreds ward which is immediately to the west of the western end of the proposed road project.</p> <p>I am concerned that induced traffic from the HIF1 scheme will further exacerbate congestion problems in my ward, particularly on the A4185 and A417 and at Milton Interchange on the ward's boundary. I consider that the project is not compatible with local and national climate reduction targets. I do not think that the project has been shown to be deliverable, presenting very high cost and overrun risks to the County Council.</p> <p>I object on the following grounds:</p> <p>Carbon emissions</p> <p>The scheme is contrary to National and Local carbon emissions reductions targets and legislation and will make them harder to achieve. HIF1 construction will create significant carbon emissions that are not in line with Oxfordshire County Council's commitment to enable a net zero Oxfordshire well ahead of 2050 and will use a substantial portion of Oxfordshire's remaining carbon budget.</p> <p>The development of this scheme is contrary to OCC's Local Transport and Connectivity Plan (LTCP) Policy 1 which provides a hierarchy of transport solutions from walking through to cars, vans and lorries. There is no evidence that in providing transport infrastructure for new housing schemes the HIF1 scheme presented has followed that hierarchy.</p> <p>The development of this scheme is contrary to OCC's Local Transport and Connectivity Plan (LTCP) Policy 27 which states that OCC will follow the embodied carbon reduction hierarchy in decisions about transport infrastructure and will take into account embodied, operational and user emissions when assessing a potential infrastructure project and its contribution to Oxfordshire's carbon budget and to a net-zero transport network by 2040.</p> <p>Deliverability</p> <p>There is a considerable financial risk that OCC will not be able to deliver the required stages of the scheme on the timescale needed to use the Government funding. AECOM have recently reduced the schedule from 36 months to 30 months to meet this deadline, but with no evidence provided for why this is possible. This also contradicts the capital programme approved by Cabinet and Council in January this year.</p> <p>Whilst financial considerations are not material to planning, this does impact the deliverability of the scheme and that is a material planning consideration. The scheme must not be approved for planning if it is not practically deliverable.</p>
Received	<input type="text" value="11/06/2023 22:31:19"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Ms Sushila Dhall"/>
Address	<input type="text"/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>I write as Chair of and on behalf of Oxford Pedestrians Association to OBJECT to the proposal on the following grounds:</p><p>1) We are facing an unprecedented threat in the form of the climate emergency which requires us all to change the way we think about travel and other oil burning activities. Building any new roads actually encourages driving, confuses drivers who are being told to think about other ways to work and travel, and increases car dependency.</p><p>2) The cost to the County is extremely high at a time when we are told that pedestrians are at the top of the transport hierarchy and yet there is no money for desperately needed pavement widening, increased crossing points, levelling pavements, moving obstructions from footways etc.</p><p>3) There has not been any money for increased bus subsidies for years, where regular and affordable public transport would be the answer to many transport needs.</p><p>4) Change is not easy, but we need to make a start on changing the way we think about transport - we all need to change, and the County Council should be one of the leaders in this process.</p><p>5) Building roads threatens and diminishes wildlife at a time when many once ordinary species are facing threat of extinction due to loss of habitat and even traffic noise.</p><p>6) The County has many fine policies about transport and the environment. OxPA spends a lot of time and effort contributing to these. It is a waste of our time if the fine words are not translated into action.</p><p>7) It is time for change - be bold - you will find much support for a change in thinking away from enabling car dependency and towards properly sustainable transport systems.</p><p>Sushila Dhall, Chair, Oxford Pedestrians Association</p></div>
Received	<input type="text" value="19/01/2023 11:11:30"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Ms Zuhura Plummer"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>The Alliance has been so brave and brilliant with the Central Oxfordshire Travel Plan. Please, please find a way to not do this road and look at more financially and planetarily sustainable alternatives. Councillors and officers know this is a carbon emissions disaster from the build to the use, locking in hundreds of thousands of miles of car journeys for years to come.</p><p>Please try to find a way out of building this road.</p><p>With best regards,</p><p>Zuhura Plummer in a personal capacity</p></div>
Received	<input type="text" value="11/01/2023 20:52:06"/>
Attachments	

**From:** [Periam, David - Oxfordshire County Council](#)  
**To:** [Planning - E&E](#)  
**Cc:** [Catcheside, Emily - Oxfordshire County Council](#)  
**Subject:** Re: HIF 1 objection  
**Date:** 06 December 2022 11:46:59

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Hi Sylvia,

No, Emily is dealing with the HIF 1 application although I wonder whether this is intended as a comment on the application or is intended as a comment directly to the County Council as the applicant.

Thanks,

David

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**From:** Planning - E&E <planning@Oxfordshire.gov.uk>  
**Sent:** 06 December 2022 11:39  
**To:** Periam, David - Oxfordshire County Council <David.Periam@Oxfordshire.gov.uk>  
**Subject:** FW: HIF 1 objection

Hi David

Would this be for Anna?

Sylv

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

Tel: 07392318905

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

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**From:** Natasha Isaacson [REDACTED]  
**Sent:** 05 December 2022 20:03  
**To:** Planning - E&E <planning@Oxfordshire.gov.uk>  
**Subject:** HIF 1 objection

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

**To: Oxfordshire County Council**

**From: [Natasha Isaacson]**

I call on Oxfordshire County Council to withdraw and cancel the 'HIF1' south Oxfordshire road scheme and develop transport plans that meet local needs in a less destructive and polluting manner.


My main grounds for objection are:

- ***We must invest in clean transport rather than new roads. We need to decarbonise our transport system.*** Transport is the single biggest contributor to the UK's emissions and is the only sector that has not yet achieved significant reductions from the 1990 baseline. The transport sector needs to reduce emissions by two-thirds over the next ten years if we are to meet national targets.
- ***New roads designed to 'relieve' traffic have repeatedly led to increased traffic in the area.*** There is ample clear evidence on this.
- ***This road is likely to take traffic off the A34 that is heading for the M40 and may be part of an 'Expressway by stealth'.*** If this road is built there will be pressure for a further new road linking this one to the M40.
- ***The road proposal is linked to the 'Oxfordshire Growth Deal' and to major new housing developments*** on greenfield sites. The Growth Deal figures for housing need have been widely challenged.
- ***The proposal has not followed government guidance on 'Transport Appraisal'.*** There is no evidence that there has been a full evaluation of all options including not building the road and public transport based solutions.
- ***This road will cost £294 Million*** – money that should be invested in clean transport

Best

Tasha

Sent from my iPhone

**From:**   
**To:** [Catchside, Emily - Oxfordshire County Council; Planning - E&E](#)  
**Subject:** Objection to R3.0138/21  
**Date:** 21 January 2023 16:19:11

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

**Dear Ms Catchside**

**Re: Didcot HIF1 Scheme. Planning Application Ref. No. R3.0138/21.  
Objection following receipt of Regulation 25 Further Information.**

I **strongly object** to this proposal and support the comments and conclusions in the CPRE Oxfordshire and the NPC-Joint Committee objections.

Lack of accessibility of these proposals has made it difficult to adequately comment on, the detail in the multitude of documents is not clear to see on my computer, despite it having a large screen. As a resident of Burcot, where we have no public transport to anywhere, travelling to Oxford to view said documents is not an option, nor should we have to. Large print, paper copies of these proposals should have been made available to concerned citizens to read in, at the very least, Abingdon and Didcot (and at no cost to us!).

1). Prematurity and Green Belt protection.

If the HIF 1 scheme is approved this will have the effect of wholly undermining the delivery of part 2 of the LTCP and the aspirations of Policy 52. In addition, the Government has very recently announced that it is dropping housing targets set by central government, permitting local planning authorities to set their own targets. A revised version of the NPPF is currently subject to consultation and it is anticipated that it will be adopted in Spring 2023. The consultation draft includes proposals to review Housing Delivery Tests, and a relaxation of 5 year Housing Land Supply (HLS) targets, whilst placing greater emphasis on sustainability in all areas, including housing and infrastructure.

This road will not sort out the issues that 3500 houses at Culham and 1700 at Berinsfield will create and stopping the project at Golden Balls, with no consideration for the chaos which will be created in Nuneham Courtney and towards Stadhampton doesn't even come into consideration (but it should). It is clearly the OxCam Expressway by stealth.

With Oxford City now a no go area, Didcot is quickly becoming inaccessible for nearby rural villagers as well. Instead of the promised utopian Didcot Garden Town, thousands of characterless houses are being crammed onto Green Belt and traffic congestion in Didcot worsens by the day. There is no sustainable transport; I wouldn't want to be a mum with a pram at the new estates - perhaps 2 miles from the city centre. Not exactly the cutting edge of innovation and design which Oxford credit itself with, Didcot has been failed.

We are dealing with an assault on our rural communities and even a delay and proper look at this proposal, at a time when **some councils are (democratically) reneging on any previously agreed plans on removing Green Belt for development**, is timely. The SODC Local Plan, which was fought tooth and nail by local residents, was pushed through by Jenrick against planning law and Green Belt protections. Would that the SODC, who



were voted in in May 2019 specifically to stop the concreting over of the Oxford Green Belt and to protest and amend the Local Plan prior to Inspection, followed the examples of South Staffordshire, Mole Valley Surrey and Horsham and Teignbridge and fulfilled their democratic mandate.

“South Staffordshire Council has announced that it will not be submitting its draft local plan to the Planning Inspectorate (PINS) for examination until it has received clarification on proposed changes to the NPPF, which were [published for consultation prior to Christmas](#). [The draft plan](#), which was published in October 2021, includes a housing target of 8,881 homes between 2018 and 2038. This figure comprises South Staffordshire’s own housing need for 4,131 homes **and a 4,000-home contribution towards the unmet needs of the neighbouring Greater Birmingham housing market area.**

The 8,881 dwellings are also more than double the target in the council’s adopted core strategy of 3,850 new homes between 2006 and 2028.

**In addition, a 297-hectare employment site is allocated in the draft plan on green belt land for a strategic rail freight interchange, which was given a development consent order by the secretary of state for transport in 2020.**

The district council has said it requires clarification regarding the [draft NPPF’s revisions surrounding the requirements for local planning authorities to consider neighbouring authorities’ housing needs in their plans](#) and releasing green belt land for development.

**In addition, a 297-hectare employment site is allocated in the draft plan on green belt land for a strategic rail freight interchange, which was given a development consent order by the secretary of state for transport in 2020.**

The council’s announcement was [hailed on Twitter by South Staffordshire’s Conservative MP Gavin Williamson](#), the former education secretary, as “absolutely the right decision”. He wrote: “The pause provides an opportunity for us to see what the new guidance will be, and hopefully **for the council to rethink housing numbers in the local plan and protect as much green belt land as possible.**”

South Staffordshire’s move follows an [announcement last week by the Surrey council of Mole Valley](#) that it is proposing to ask for the removal of all green belt sites from its submitted draft local plan, citing recently published proposed changes to the NPPF. Last month, [Horsham and Teignbridge councils postponed meetings](#) to consider the next stages of their respective local plans, citing Michael Gove’s ministerial statement on 5 December 2022 in which the levelling up secretary signalled greater leeway for local authorities over determining housing need levels and green belt releases.”

2). From a Burcot perspective, we won't win, a dangerous, speed limit breaking rat run for more cars and no plans for the A415 section from CH to Berensfield to become a B road, they have disappeared. **There is no mention of the A415 section from Clifton Hampden to Berensfield in either this proposal or the SODC Local Plan 2036.**

We won't have any bus stops or public transport but they will be driving down the A415, dumping out pollution!

Should this monstrosity go ahead, mitigation needs to be in place for this section of road, residents of Burcot (and Nuneham Courtney) are fed up with being marginalised and ignored. Ditto noise, light and air pollutions which will destroy the quality of life in our hamlet.

3). Financial implications. The estimate of £300 million for a 9 mile road and a supremely



ugly bridge, is estimated to go over by at least \$30 million now which will land solely with Oxfordshire taxpayers. Any interest, overruns, inflation will all be Oxfordshire taxpayers' DEBT.

Planning responses from Vale and S. Oxon (22/12, posted 6/1) (summary below) require improvements to the scheme, re siting the bridge further away from houses at the South end and replacing the current carbuncle design with an attractive bridge, **all of which will increase the costs further** (no doubt by a significant amount):

#### **“S Oxon**

Conclusions:

Bridge

The bridge designs by reason of their concrete materials, massing, unbroken grassed banks, lack of vertical landscaping on the approaches to the Science Bridge and on the banks of the bridge will result in them being an unspectacular and visually intrusive feature comprising poor design contrary to paragraphs 126, 130 and 131 of the NPPF, and the Didcot Garden Town Delivery Plan.

Landcape/Forestry

Conservation

It may be possible to address concerns and mitigate some identified impacts, but the detail required has not been provided and as such the proposals remain contrary to paragraphs 199 and 200 of the NPPF and policies ENV6, ENV7 and ENV8 of the South Oxfordshire Local Plan 2035.

Environmental Protection Officer (noise and vibration)

Aecom's response indicates that there is little further that can be done to mitigate the noise impacts of the proposed development. This suggests that there will remain a number of properties which will experience a significant adverse impact from this development but will not benefit from the Noise Insulation Regulations 1975.

The decision process will have to balance this negative impact against any benefits that the development is expected to bring.

Vale similar:

Trees and Hedges

The proposed landscaping is considered inadequate to address the expectations of the DGTDP, core policies 44 and 45 of the Local Plan and paragraph 131 of the NPPF.

Acoustic Barriers and Noise

Acoustic barriers of unspecified height but possibly 2 or 3 metres in height, beside the road leading from Didcot to the River Thames Crossing will be visually intrusive in this primarily rural area.

Given the comments made by the council's Environmental Protection Team (see below), whereby a number of residents of affected dwellings will experience significant adverse effects despite acoustic barriers and given the visually intrusive appearance of the acoustic barriers, this authority questions the suitability of the road alignment between Didcot and the Thames Crossing and consideration should be given to moving the road further west.

Forestry

Conclusion:

When assessed against both local plan and national policies the impact of the proposal is contrary to:

- Core Policies 37 and 44 of the Local Plan 2031 Part 1;
- Paragraphs 131 and 180 of the NPPF; and,
- BS 5837, 2012 Trees in Relation to Design, Demolition and Construction.

Landscape


The extent of planting mitigation proposed remains inadequate, figures included in 9.6 of the Aecom EIA Regulation 25 response document, show that for the scheme overall there

will be over 5000m<sup>2</sup> more tree cover lost than planted, which is not acceptable. This would be contrary to Core Policy 44 of the local plan.”

There are many other reasons why this project should be scrapped and I will leave the experts to it.

Dorian Grier



**From:**   
**To:** [Catcheside, Emily - Oxfordshire County Council](#)  
**Subject:** Planning around Burcot and Clifton Hampden  
**Date:** 22 January 2023 13:37:57

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Dear Emily

I have just a summary objection to the plans to develop a bridge and round around the Burcot area.

I believe a number of neighbours have submitted detailed objections to which I agree .  
I am particularly concerned about more traffic the bridge yet no more buses .

Yours sincerely  
Kate Keefe



[Sent from the all-new AOL app for iOS](#)

**From:** [REDACTED]  
**To:** [Catcheside, Emily - Oxfordshire County Council](#)  
**Subject:** R3.038/21  
**Date:** 21 January 2023 11:40:47


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Emailing to let you know as residents of Nuneham Courtenay we are very much against new road proposals. The houses cannot deal with the vibrations from the existing traffic, noise pollution and air quality is already way below WHO recommendations. It already takes me ten mins to get out of my house at 7:30 am in the morning due to the huge volumes of traffic towards Oxford. Please don't make the situation worse!

Best Wishes,  
Holly Marriott

**From:**   
**To:** [Catcheside, Emily - Oxfordshire County Council](#)  
**Cc:** [Planning - E&E](#)  
**Subject:** Re: Didcot HIF1 Scheme. Planning Application Ref. No. R3.0138/21.  
**Date:** 20 January 2023 22:53:35

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Dear Ms Catcheside

I live in Burcot and object to the above planning application for the following reasons:

The development is for a large number of houses and I expect the infrastructure will not be there to support this size of development. My personal experience is that the roads from and to Berinsfield coming through Clifton Hampden and Burcot from the science park are very busy in the mornings and evenings often tailing back with waits of half an hour. Even with the new road I expect there will be more traffic along here.

It seems the development will be like the others in Didcot and elsewhere where houses are as close as possible to each other and virtually have no gardens separating them.

I do not like such developments as it may fulfil council building plans more quickly but doesn't fit with the general feel and appearance of surrounding traditional villages in the local area.

Apart from my personal views above, I also object on following important grounds:

- The application conflicts with policies in the adopted Development Plan.
  - The application conflicts with national planning guidance
  - The development will be detrimental to national targets for reductions in carbon emissions/ carbon neutrality.
  - The application conflicts the Local Transport Plan – the Local Transport and Connectivity Plan (LTCP).
  - No Health Impact Assessment (HIA) has been submitted and is required
  - The Climate Change Position Statement does not meet the requirements of LTCP Policy 27.
  - The development does not comply with the Department for Transport's Transport Analysis Guidance (WebTAG)
- \*The bridge will have a significant negative impact on the landscape and should be improved with proper landscaping to fit in better with the surrounding lovely rural villages.

There seem to be some significant shortcomings with this project as it stands. Changes and revisions are needed and proper infrastructure needs to be put in place for this new development to be legal and acceptable to the local communities.

Your Ref: R3.0138/21  
Our Ref: GR660  
Date: 17 January 2023

By Email [planning@oxfordshire.gov.uk](mailto:planning@oxfordshire.gov.uk)

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

Dear Emily,

**Planning Application Ref. R3.0138/21 – HIF1 Scheme**

I refer to the above application submitted by AECOM on behalf of Oxfordshire County Council (OCC) and their revised submission on which comments have been invited. As you know, I act on behalf of Mays Properties Ltd (MPL) and we previously submitted representations to the original application on 9 December 2021.

In our original representations I confirmed that MPL were the freehold owners of a site comprising 1.7 hectares (4.2 acres) located to the south of the A4130 and to the east of the Milton Interchange Junction with the A34 (T) and that part of MPL's site was included within the 'Redline Boundary' to the application. I also confirmed that my client's site benefits from detailed planning permission for a new T junction to the A4130 (ref. P14/V0087/FUL) on which a material start had been made on site in implementing this new road junction. In addition, that the site benefitted from detailed planning permission for a development of roadside services comprising a hotel, restaurants and drive-thru's (ref. P15/V2880/O as varied by P18/V2139/FUL, and reserved matters approval ref. P19/V0008/RM as amended by P20/V0657/RM) (Roadside Services Consent). Since my original letter, a material start has now been made in implementing the Roadside Services Consent, with works having been completed on site on 30 June 2022 following the Vale of White Horse District Council's agreement that the proposed works represented the lawful commencement of that development (see Lawful Development Certificate ref. P21/V3560/LDP).

My clients continue to conditionally support the submitted HIF1 application, specifically the widening of the A4130 to the north and east of their development site and the provision of the new Backhill Roundabout. However, as I confirmed in my letter of 9 December 2022 (see attached copy), that support was subject to various 'conditions' (referenced a) to f) inclusive) that we have yet to receive

Continued 2

assurances on. The revised AECOM submission has not addressed those conditions and there remains no written agreement to the 'conditions' that MPL have sought from OCC. MPL are, therefore, in the process of setting these out in a Conditional Land Sale Agreement (Option Agreement) and MPL's support, or otherwise, of OCC's HIF1 proposal will depend on OCC agreeing to these terms. These 'conditions' relate predominantly to OCC respecting MPL's consented, and part implemented, planning permissions and abiding by key CPO and CIL principles so as not to undermine the commercial value of the MPL land and consented road infrastructure.

In relation to the revised submission, we have focused our comments on the changes shown on the AECOM 'General Parameters' drawing No. 0001/Rev.PO3 dated 13/06/2022. We have compared a PDF version of this drawing, provided by AECOM, with our part implemented Roadside Services Consent drawings and our comments below relate to that exercise. We requested the drawing in CAD format but the one provided by OCC has key detail missing from it (including all of the detail of the road infrastructure itself) so MPL has been unable to carry out a definitive assessment of the impact. We have requested a more detailed copy of the file so that this exercise can be completed. Our comments below are, therefore, only our initial response based on the information available to us to date.

We note from that overlay that the changes include a new link from one of the main arms of the Backhill Roundabout to Footpath No.10, with the notation and 'key' indicating that it will be a 'Shared Use Footway'. Whilst Footpath No.10 is outside the land owned by MPL, it is an existing track over which various parties, including MPL, have long established vehicular, as well as pedestrian, access.

The CAD drawing also shows the land that OCC would require temporarily from MPL to construct the new road infrastructure. This temporary land would be covered by a Licence/Lease, but MPL have already made it clear to OCC that this Licence/Lease would be subject to the phasing of its part implemented Roadside Services Consent and to MPL retaining access over that land during the construction period. However, the extent of land that the CAD drawing indicates OCC will require temporarily extends well beyond the 'sacrosanct line' already agreed with OCC and is, therefore, unacceptable and excessive in that it would prevent the delivery of any meaningful development on the MPL site ahead of the completion of the HIF1 works. The area of land required temporarily by OCC must, therefore, be reduced significantly to reflect the discussions to date in relation to the 'sacrosanct line' and enable MPL to proceed with the lawful development of its land ahead of completion of the HIF1 works in accordance with its consented and part implemented planning permission.

The drawings provided by AECOM do not show how OCC intends to maintain continuity of MPL's access to the A4130 from the period of time when it acquires the permanent land (and commencement of the Licence/Lease for the temporary land) through to the completion of the HIF1 works and the end of the Licence/Lease period. The existing A4130 access to the MPL site, opposite

Backhill Lane, is in continual use by them (MPL) for site maintenance works and continuity of access here is also essential to enable MPL to undertake construction work on their Roadside Services Consent (or any revised development scheme approved on their site) ahead of, and during, the HIF1 works. OCC has an obligation, therefore, to provide full and unfettered access here throughout.

I trust these additional comments are helpful and my clients look forward to receiving OCC's agreement to the outstanding 'conditions'.

Yours sincerely,



**Gareth Roberts**  
**Director**

**G R Planning Consultancy Ltd**

M: 07821 2581781

Enc – GRP Letter to OCC dated 9 December 2022



**From:** [Casey-Rerhaye, Sam](#)  
**To:** [Catcheside, Emily - Oxfordshire County Council](#)  
**Subject:** Response to the planning application R3.0138/21  
**Date:** 21 January 2023 12:18:08

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Dear Ms Catcheside,

I would like to respond to this planning application by this email as follows:

#### DESIGN:

As the District Councillor for Sandford and the Wittenhams, across which a large part of this road crosses, I would like to echo the response of the District council on the design and landscaping of the scheme, particularly that part which is in South Oxfordshire - all of which is in the ward I represent. The District council says that the design of the Thames crossing is 'unspectacular and visually intrusive feature comprising poor design contrary to para 126, 130 and 131 of the NPPF'.

The scheme is not compliant with South Oxfordshire policies: ENV1, ENV6, ENV7, ENV8, DES1 and DES2.

#### CARBON EMISSIONS, CLIMATE CHANGE AND NATURE

The scheme undermines part 2 of LTCP

It will undermine legally binding target for reduction in carbon emissions in the UK.

It fails to comply with DfT WebTAG in its assessment of alternatives to a new road and its assessment of landscape and visual impacts.

The scope of the traffic modelling is too narrow. It does not take into account any changes to the existing road network that have been suggested as necessary to prevent further induced demand e.g. the change of access to the Sutton bridges.

The noise and pollution impact on the Europa school is inadequate, and are contrary to LTCP which states as an aim to 'create healthy communities across Oxfordshire'. Traffic which currently uses Tollgate Road to approach A415 and turns west towards Abingdon will now use the new Thames crossing turning west and therefore pass the Europa school. This will be an increase in motor traffic passing the school even if the Sutton bridges maintain existing access. Even a change to electric vehicles will still mean increased pollution impact on children in the form of particulates.

The embodied carbon in the application has not been adequately taken into account, are against LTCP, and the estimate by Prof Whitelegg of 288,414 tonnes of CO2 (commissioned by the relevant parish councils to assess this) has not been addressed in the application.

The planting mitigations proposed are inadequate.

#### INDUCED DEMAND

New roads create more motor traffic journeys. There is considerable congestion in this area at peak times right now and this has been increasing. The reasons for this is the lack of alternative transport options. A new road is a poor alternative proposal to this, it is shown to be at capacity within a few years so will offer no improvement at times when improvement is necessary. The road network around that area outside peak time is not at all congested so the issue is commuting to work and school which is simple and probably better value for money to solve by alternatives to private car travel and would have improvements that are permanent and

healthier for the residents and the people travelling. This is therefore further reason that the planning application for this roads scheme is contrary to County Council policy LTCP. In fact LTCP itself confirms that 'there is substantial evidence of motor traffic 'disappearance' when road capacity is reduced, particularly when there are viable alternatives...'. Induced demand is not calculated because the model the Council uses, Paramics, cannot measure this. This therefore has an impact on the accuracy of the value for money calculations. It also throws into doubt the assessment in the application of the impact on the surrounding settlements.

#### COST

The scheme is a considerable financial risk to the County Council. The costs and penalties should throw doubt in the mind of any rational person of the likelihood of the completion of the scheme and therefore its associated benefits as set out in the application. The costs have risen and are very likely to rise further given current inflationary pressures.

#### GREENBELT

Very special circumstances need to be shown for this application to be acceptable as it crosses the Greenbelt in Culham and Clifton Hampden. The scheme will cause harm to the openness of the Greenbelt. The very special circumstances that the application proposes, that it would offer a good transport alternative, are doubtful as I have mentioned above and therefore the harm to the Greenbelt cannot be outweighed by these.

Kind regards,

**Cllr Sam Casey-Rerhaye**

**Sandford & the Wittenhams**

Home: 01235 635566

*South Oxon Cycling Champion*

<http://www.southoxon.gov.uk/covid19>

<http://www.southoxon.gov.uk/corporateplan>

Data Protection: <http://www.southoxon.gov.uk/services-and-advice/local-democracy/councillors-committees-meetings-and-agendas/councillors-privacy->

**From:** [Planning - E&E](#)  
**To:** [Catcheside, Emily - Oxfordshire County Council](#)  
**Subject:** FW: Objection to HIF1: planning application R3.0138/21  
**Date:** 09 January 2023 14:02:05

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**From:** Rosalind Kent <info@sg.actionnetwork.org>  
**Sent:** 09 January 2023 12:25  
**To:** Planning - E&E <planning@Oxfordshire.gov.uk>  
**Subject:** Objection to HIF1: planning application R3.0138/21

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Ms Emily Catcheside,

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

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

I am also concerned that less damaging and less costly alternatives, for example cyclepaths, have not been properly explored. The latter would reduce the use of cars and therefore reduce greenhouse gas emissions !

Yours sincerely,  
Rosalind Kent OX29 4FA

Rosalind Kent

[Redacted signature block]

14<sup>th</sup> April 2022

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

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

Dear Emily,

**Reference: R3.0138/21**

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

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

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

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

#### **General comments on the Transport Assessment (TA)**

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

Reference: R3.0138/21

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

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

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

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

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

Reference: R3.0138/21

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

### Comments on Road Safety Audit (Stage 1)

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

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

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

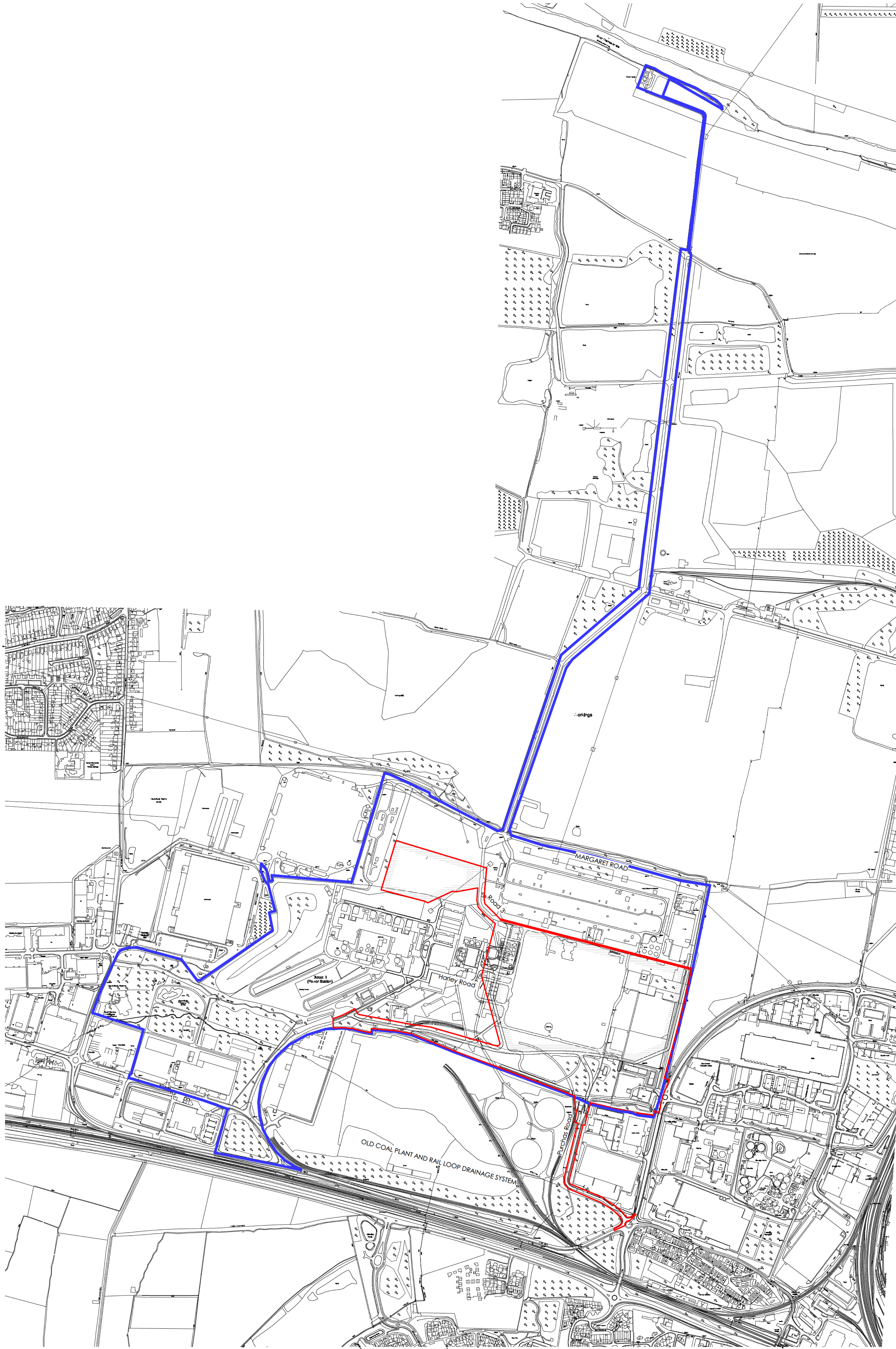
Sincerely,

**Sarah Matthews**

Director Transport Planning  
Sarah.matthews@stantec.com

Attachment: [Attachment]





1 LOCATION PLAN -SITE PLAN  
1 : 5500

- NOTES:
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  2. All dimensions shown are in millimetres.
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  4. All dimensions shall be checked by Contractor prior to any works commencing on site.
  5. The contractor shall fully comply with all relevant British standards, regulations, standard codes of practice, methods of working, and good practice.
  6. Dimensions shall not be scaled from the drawing and the contractor shall be responsible for obtaining all dimensions and levels on site for the actual setting out of the works.

SITE BOUNDARY  
OWNERSHIP RWE BOUNDARY

REV	DATE	ISSUED FOR COMMENT	ISSUE	BY	CHK
1	10/06/2021				

STATUS: 1. DISCOVERED  
50 WORK IN PROGRESS

**ARC:MC**

140-142 St John Street, London EC1V 4UB T 020 34112571  
REGISTERED IN ENGLAND COMPANY REG. NO. 7883249

CLIENT:

**RWE**

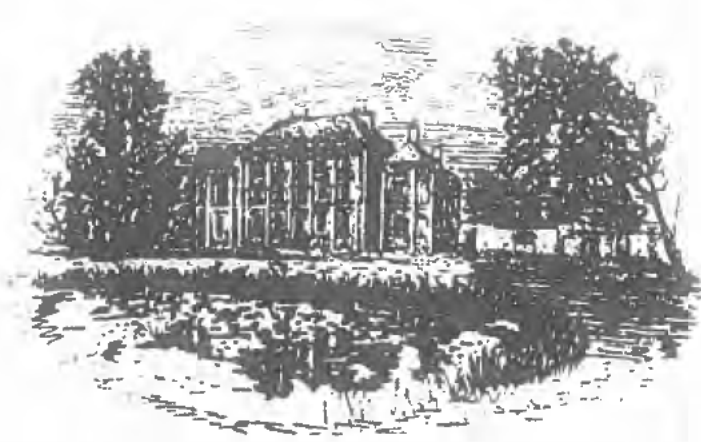
PROJECT: DIDCOT CAMPUS  
LAND EAST OF SUTTON COURTENAY LANE AND  
WEST OF DIDCOT POWER STATION, SUTTON  
COURTENAY  
PROJECT NO: L3118.00  
DESCRIPTION: Site Location Plan

SCALE: As indicated @ A0

DRAWING No: RWE-ARC- ZZ-ZZ-DR-A-1001

REVISION  
#





OXFORDSHIRE

Ms E Catcheside  
Development Management Team Leader  
Environment and Place  
Oxfordshire County Council  
County Hall  
New Road  
Oxford OX1 1ND

10 March 2023

Dear Ms Catcheside

**Objection to HIF1 Planning Application R3.0138/21**

We the undersigned are Trustees of the LA Barrett Will Trust which owns most of the land at Milton Fields just off the A4130. We object to this planning application on the grounds fully set out by Charlie Hopkins in his objection dated 20 January 2023 and in the appendix submitted by Mr Alan James which we have studied with great care.

We consider these objections to be forceful, valid and absolutely needing answers before OCC proceeds any further; and we would hope for reasonable and open minded discussion of possible alternatives to this scheme.

Finally, as Trustees, we object most strongly to the proposed use of Compulsory Purchase Orders against which we will object in future to the utmost of our abilities in view of our responsibilities as Trustees.


This may well lead to a judicial review of which, as we are sure you, the planning department and indeed the planning committee and cabinet, must be very well aware.

Yours sincerely

A Mockler  
Trustee

G Marsh  
Trustee



From:   
Subject: [Catchside, Emily - Oxfordshire County Council](#)  
Date: Planning application: R3.0138/21  
05 December 2022 09:02:22

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

Dear Ms Catchside

I am writing to **oppose** the planning application for the HIG1 road scheme for the reasons I list below:-

This application is not compliant with OCC's own policies, plans and guidelines and breaches green belt. The HIF1 road is also against OCC policy for all new development to be carbon neutral. This is a large complex project with cannot possibly achieve carbon neutrality.

HIF1 is totally at odds with OCC's Local Transport and Connectivity Plan and its commitment to tackling climate change by delivering a net zero transport network. Non-compliance will leave OCC open to legal challenge. This road will induce and increase car journeys and generate 288,000 tonnes of CO2 during construction plus a further 23,000 tonnes annually from traffic emissions.

The 'Transport hierarchy' section clearly states that OCC will '*develop, assess and prioritise transport schemes that prioritise 'Walking and wheeling', 'Cycling and riding' and 'Public transport'.* So why is the County's largest planned transport investment the HIF1 road designed for cars.

This road will be a blight on our countryside, climate, and natural habitats. OCC, South Oxfordshire DC and Vale of white Horse DC have all declared climate emergencies. OCC declared an ecological emergency in 2021. This road will completely undermine theses targets by increasing emissions at the very time we urgently need to reduce them. To continue with this road calls into question the climate emergency declarations and the commitment to saving our planet.

The road is positioned too close to Appleford-on-Thames and will have a detrimental affect on residence with noise and pollution. This road if allowed to processed will damage the health and wellbeing of residents. This road will affect the whole of the village, the elevated road and flyover bridge will exacerbate not only traffic noise and pollution but existing rail noise.

The HIF1 road is supposed to support housing development yet is has been designed as an arterial link for the A34 to the B4015. This is basically a South Abingdon bypass to east Oxford and the M40 which will bring a large increase in volume of commercial traffic causing significant impact to the villages along the route. There has been no public discussion on alternative infrastructure that can deliver new housing development other than this new road.

Traffic modelling data is unconvincing. The premise of the HIF1 road solving congestion is unfounded. New roads have been shown to increase not only congestion but pollution.

The chose deign will create traffic congestion and divert traffic to create rat runs locally. Data suggests volumes of traffic in surrounding villages will return to current levels in 10 years. Data to justify access, junctions, traffic, environmental, health and pollution impacts is completely insufficient. Junctions and roundabout have not been properly evaluated or modelled.

There is absolutely no need to push ahead with this scheme especially when alternatives exist and have not been considered.

I therefore oppose this scheme and ask the County Council to look to alternatives which have less of an impact on our climate, residents and natural habitats.

Yours sincerely

Miss V Johnson

[Redacted signature block]

## Periam, David - Oxfordshire County Council

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**From:** Monks, Shannon - Oxfordshire County Council on behalf of Planning - E&E  
**Sent:** 28 June 2023 11:00  
**To:** Catcheside, Emily - Oxfordshire County Council  
**Subject:** FW: Didcot to Culham River Crossing  
**Attachments:** DMHLR1cycle (1).PNG; ApplefordBypass.png

Hi Emily,  
Another one to your attention.

Kind regards,

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



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**From:** Andrew Jones [REDACTED]  
**Sent:** 22 June 2023 12:52  
**To:** Planning - E&E <[planning@Oxfordshire.gov.uk](mailto:planning@Oxfordshire.gov.uk)>  
**Subject:** Didcot to Culham River Crossing

You don't often get email from [REDACTED] [why this is important](#)

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

Attn Emily Catcheside.  
Dear Ms Catcheside,  
I have for a number of years advocated an alternative Thames Crossing to the existing ones, with a Clifton Hampden bypass.  
I saw that this consultation, R3.0138/21, was still open last week, but have been away, and was not able to check if my earlier comments to HIF1 Project <[HIF1project@oxfordshire.gov.uk](mailto:HIF1project@oxfordshire.gov.uk)> have been carried forward.  
My previous comments were that the bridge over the railway, rather than being where it is on an embankment, should be where the railway is in a cutting. That should have considerably less construction costs and less associated infrastructure requirements.

I attach my 'marked up plan' from then, the light red lines over the Manor Bridge roundabout is proposed pedestrian and cycle bridges. I also included improvements to the DMHLR1, between GWPk and Milton Interchange, reducing the number of junctions. This improvement may be too late, as I believe work there is about to start. But I understand no rail associated works is programmed with Network Rail in the current programme, so the alternative rail crossing has time to be considered.

I have also proposed an alternative route for the Appleford bypass, that I think would also be less expensive, see attached.

Please can you say if my rail crossing proposals have been considered?

Kind regards,

Andrew P. Jones  
BSc CEng MIET  
Didcot

## Periam, David - Oxfordshire County Council

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**From:** Angela Jones [REDACTED]  
**Sent:** 10 December 2021 22:07  
**To:** Catcheside, Emily - Communities  
**Cc:** Cllr Richard Webber  
**Subject:** PLANNING OBJECTION R3.0138/21

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

Dear Ms Catcheside

I tried to comment on line but received a repeated error message and lost my submission twice.

I am writing to object to the element of this proposal which plans to build an elevated flyover over Appleford Sidings within a very few yards of residential housing on Main Road Appleford. My objection is based on several points:

1) OCC has failed to respond appropriately to reasoned arguments made by villagers during the consultation process and has not provided the option of a route without an elevated section.

2) OCC, when rejecting our suggested compromise route which runs a couple of hundred yards further away from Main Road and thereby avoids the need for a flyover, on the grounds of cost, failed to weigh this against the undoubted extra cost of building the flyover over the newly extended Appleford Sidings which gained permission during the draft planning process. We feel that the extra cost of a bigger flyover would at least partially cover the cost of moving the road across and not needing a flyover. OCC have repeatedly failed to provide detailed costings on this point and have costed the compromise route excessively highly without detailed justification, which we feel to be a challenge able procedural error.

3) OCC claims that traffic noise will be reduced in Appleford as a result of the new road. This is clearly fallacious as the 24 hour loud drone of heavy vehicles running at speed over an elevated section adjacent to our homes will clearly outweigh the relatively brief rush hour 30mph local traffic which we currently experience. As I write this at 10pm, it is silent outside my front door.

4) OCC claim that mitigation can be achieved by means of trees, fences etc. There is no evidence that this is the case for an elevated road and the residents of Appleford will instead experience increased noise, light and air pollution as a result of this plan. We have many children and older people in frail health who can ill afford to be burdened with this.

In summary therefore, OCC have failed to take note of reasonable objections from Appleford which were clearly stated early on during the consultation phase.

The planning committee should ensure that due process has been carried out especially around the financial costings of the alternatives suggested and must not be swayed by the potential for financial loss to the county of a delay to reconsider the compromise route adjacent to Appleford which avoids the imposition of an elevated trunk road within one of the last quiet rural villages in this part of South Oxfordshire. Such an imposition would be a flagrant violation of natural justice in that the compromise route would harm no one and is not objected to by the landowners and as such would be worthy of consideration for legal review if granted planning permission.

Yours sincerely

Dr Angela Jones

## Periam, David - Oxfordshire County Council

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**From:** Ani MAVRIOZ [REDACTED]  
**Sent:** 11 December 2021 16:01  
**To:** Catcheside, Emily - Communities  
**Subject:** Objection to Planning Application R3.0138/21

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

To whom it may concern

I understand that in reference to consultation in relation to **Planning Application R3.0138/21** I am entitled to register here my objections which can be summarised below:

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

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

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

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

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

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

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

Ani Mavrioz  
11 December 2021  
[REDACTED]

## DIDCOT ROAD PROPOSALS Oxfordshire County Council Planning Application

Submission by Roger Williams C Eng MICE MIHE

### Synopsis

These major road schemes should be refused because they would :

1. Conflict with National and County environmental, sustainability, and climate change policies.
2. Undermine the mode shift objectives of the Local Transport Plan.
3. Create substantial consequential environmental and financial costs for the County Council. (There is no evidence that the County Council has adequately assessed these impacts or could afford the resulting costs).

### Context

Development and traffic growth throughout the area and on strategic routes. Particular relevance to these proposals being :

1. Population and employment growth generally but with particular focus on Didcot and Oxford.
2. A34 overloading.
3. Restraint proposals within Oxford resulting in increased pressures on the ring road , including A34.

### What the Proposals would create

1. Considerable increase in road capacity in Didcot and traffic to and from the area.
2. Removal of current traffic constraints, in particular :
  - On A4130 from A34 Milton Interchange
  - Within Didcot
  - At Clifton Hampden (A415)
3. A commodious road connection between A34 and A4074 (Golden Balls Junction) inducing further traffic growth.

### External Consequences

In combination the increases of traffic in the area and the planned traffic restraint measures within Oxford will result in further delays on the ring road thus encouraging traffic to seek alternatives. Low and behold – a wide new road from A34 to A4074 would be available !! This would effectively provide an A34 bypass allowing traffic to divert from A34 at Didcot and access M40 via J8 or J9 , east of Oxford.



**The consequences of this have not been properly assessed. In particular there would be substantial environmental impacts and financial costs for routes leading from the Golden Balls junction, including for the conservation village of Nuneham Courtenay , for B4015 and further east for Little Milton and Wheatley. There is no evidence that the County Council has adequately assessed these impacts or could afford the resulting costs.**

### **Scheme Benefits Claims**

The substantial increases in road capacity in the Didcot area, inducing yet further traffic growth, would completely outweigh any sustainable travel benefits of the proposed token segregated pedestrian and cycle provisions. The suggestion that these proposals are consistent with the Council's mode change policies are disingenuous.

Roger Williams.

15 January 2023

## Periam, David - Oxfordshire County Council

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**From:** Monks, Shannon - Oxfordshire County Council on behalf of Planning - E&E  
**Sent:** 28 June 2023 10:58  
**To:** Catcheside, Emily - Oxfordshire County Council  
**Subject:** FW: Objection to HIF1

Hi Emily,  
One for your attention.

Kind regards,

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



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**From:** Katncraig [REDACTED]  
**Sent:** 21 June 2023 15:39  
**To:** Planning - E&E <[planning@Oxfordshire.gov.uk](mailto:planning@Oxfordshire.gov.uk)>  
**Subject:** Objection to HIF1

You don't often get email from [REDACTED]. [Learn why this is important](#)

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

For the attention of Emily Catcheside – Objection Planning Application R3.0138/21

We would like to take this opportunity to strongly object to Oxfordshire County Councils proposed HF1 scheme. This not only goes against Oxfordshire County Councils Climate Change policy but will have an unacceptable, extremely detrimental impact on the health and well-being of the residents of Appleford and surrounding Areas. The severe, permanent, and unmitigated noise damage caused by the proposed HF1 is recognised in OCC's own planning report but it seems as though OCC are willing to accept these impacts on the health and well-being of their residents and go against their very own Climate Change Policy, which we cannot comprehend. How can you deliberately effect the health and well-being of your resident it goes against all ethical standards.

We ask you to put a stop to this proposed scheme immediately.

Craig and Katharine Jefferies

Sent from my iPhone

## Periam, David - Oxfordshire County Council

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**From:** Dave Ashby [REDACTED] >  
**Sent:** 09 December 2021 13:38  
**To:** Catcheside, Emily - Communities; Richard.Webber@oxfordshire.co.uk  
**Subject:** Objection to Planning Application R3.0138/21.

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

I wish to object to the planning application (ref R3.01138/21 for the reasons listed below

1. The road is too close to the village of Appleford. At such a close distance any measures put in place will be insufficient to reduce noise and air pollution. Can I draw your attention to COP26 where Councils and Directors of Public Health claim they are committed to making their local areas healthier places to live and one of their key messages is that Air pollution is the largest environmental risk to the public's health, contributing to cardiovascular disease, lung cancer and respiratory diseases. In fact, OCC signed up to a new charter for cleaner air along with Greenpeace UK, and Friends of the Earth, calling on the Government to place the health of communities first. How does this Place the health of the community of Appleford first?
2. The proximity of the road will have a huge negative / adverse visual impact on those homes closest to it and from any high point in the area.
3. The objective of the road is to support housing development, yet it will encourage large volumes of commercial traffic using it as a bypass and that will impact on other villages thereby instead of helping to alleviate traffic it will increase traffic particularly HGVs. More HGVs more pollution
4. Traffic modelling data is not convincing and I understand traffic flow in Appleford and other villages will return to current levels within a matter of years. The data presented to justify access, junctions, traffic, environmental, health and pollution impact is insufficient and unconvincing.
5. The application is not compliant with OCCs own plans and policies and breaches green belt.
6. Noise will affect the entire village. The elevated road and flyover bridge will exacerbate the existing rail noise at Appleford which is recognised as a noise corridor by the Dept for Transport.

Kind regards

David Ashby  
[REDACTED]



## Periam, David - Oxfordshire County Council

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**From:** Planning - E&E  
**Sent:** 14 June 2023 09:28  
**To:** Catcheside, Emily - Oxfordshire County Council  
**Subject:** FW: Objection to HIF1: planning application R3.0138/21

Hi Emily,

This was also in the Planning inbox.

Thanks,

David

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**From:** Elena Rubini <info@sg.actionnetwork.org>  
**Sent:** 12 June 2023 12:44  
**To:** Planning - E&E <planning@Oxfordshire.gov.uk>  
**Subject:** Objection to HIF1: planning application R3.0138/21

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

Ms Emily Catcheside,

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

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

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

Yours sincerely,

Elena Rubini

[Redacted signature line]

[Redacted signature line]

[Redacted signature line]

## Periam, David - Oxfordshire County Council

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**From:** Planning - E&E  
**Sent:** 14 June 2023 09:33  
**To:** Catcheside, Emily - Oxfordshire County Council  
**Subject:** FW: Objection to Planning Application R3.0138/21

Hi Emily,

Another one from the Planning inbox.

Thanks,

David

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**From:** Emma Brooks <emma12brooks@gmail.com>  
**Sent:** 12 June 2023 19:55  
**To:** Planning - E&E <planning@Oxfordshire.gov.uk>  
**Subject:** Objection to Planning Application R3.0138/21

You don't often get email from [REDACTED]. [Learn why this is important](#)

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

Dear Planning Office

I'm emailing to object to the building of the HF1 link road between the A34 and B4015. It is well known that new roads increase the amount of traffic rather than decreasing it and this scheme is contrary to reducing car usage as laid out in Oxfordshire's local transport and connectivity plan. Building this road is not compliant with targets set by the affected councils to reduce carbon emissions.

The road will scar the landscape and damage habitats for many species, it also breaches green belt policies.

The road will be very expensive, a better use of the money would be to invest in local public transport, such as Grove railway station.

best wishes  
Emma Brooks  
[REDACTED]

## Periam, David - Oxfordshire County Council

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**From:** Emmajit [REDACTED]  
**Sent:** 09 December 2021 12:13  
**To:** Catcheside, Emily - Communities  
**Cc:** Cllr Richard Webber  
**Subject:** Objection to Planning Application R3.0138/21

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

Dear Emily,

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

1. The road is too close to Appleford village. It will bring noise and pollution that will be damaging to the health and wellbeing of residents. I believe planned transport infrastructure should be an opportunity to add value to the settlements and communities along the development route, however this opportunity is currently being missed and, instead, will succeed in damaging a community and negatively impacting the landscape for miles around, affecting residents in many local villages. At such proximity (70m) and height (30ft /10 m) no mitigation will be effective to reduce the noise and pollution and there are serious concerns for the wildlife in the local wetlands also.
2. The objective of the road is to support housing development, yet it is designed as an arterial link (A34 to Golden Balls Roundabout / Abingdon bypass to east Oxford / M40) which will bring large volumes of commercial traffic and impact other villages along the route. NOT supporting the area as one that can attract additional housing (please see above comment for the missed opportunity here to improve regional connectivity in addition to adding value to the local environment)
3. The traffic modelling data is not convincing and through traffic in Appleford and other villages will return to current levels in 10 years. The data presented to justify access, junctions, traffic, environmental, health and pollution impact is insufficient and unconvincing.
4. Noise will affect the entire village. The elevated road and flyover bridge will exacerbate existing rail noise at Appleford which is recognised as a noise corridor by DfT.
5. The application is not compliant with OCCs own plans and policies and breaches green belt.

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

Emma Jhita



## Periam, David - Oxfordshire County Council

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**From:** Frances Reid [REDACTED]  
**Sent:** 01 December 2021 16:29  
**To:** Catcheside, Emily - Communities  
**Cc:** applefordpcworkinggroup@gmail.com; Cllr Richard Webber  
**Subject:** Planning Application Ref: R3.0138/21

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

Dear Emily Catcheside,

I wish to register my objection to this planning application (the new road HIF1) on the following grounds:

The road passes too close to the southern edge of the village of Appleford.

We are already being subjected to excess noise from the newly extended rail Sidings, and now the proposed bridge/flyover has had to be enlarged to cross these Sidings. All the extra embankments and noise barriers proposed, and the sheer height of the structures will increase the noise, air and light pollution to an unacceptable level over the village.

Your calculations state that "only" 38 properties will be adversely affected.

Further down in the documentation I read that one of the reasons that the road cannot be moved 200m to the west of the village is that it will cross a small man-made lake, where wildlife must be protected.

Are these creatures of more importance than the lives of 38 families?

We (the village of Appleford) need more time to be able to gain advice and to further liaise with Oxfordshire County Council over such a life changing plan. It seems that it is being rushed through, without adequate consideration of the consequences.

These proposals are unacceptable and an extension to the consultation process is essential.

Yours sincerely,  
Frances Reid .

Sent from my iPad

## Periam, David - Oxfordshire County Council

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**From:** Gordon Manning [REDACTED]  
**Sent:** 10 December 2021 11:48  
**To:** Catcheside, Emily - Communities  
**Cc:** Cllr Richard Webber  
**Subject:** Objection to Planning Application R3.0138/21

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

Dear Ms. Emily Catcheside,

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

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

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

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

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

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

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

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

*Gordon Manning*

Director  
Mantrade Limited

DATE 10/12/2021  
ADDRESS :  
[REDACTED]

## Periam, David - Oxfordshire County Council

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**From:** Greg O'Broin [REDACTED]  
**Sent:** 11 December 2021 14:44  
**To:** Catcheside, Emily - Communities  
**Subject:** Objection to Planning Application R8.0138/21 (HIF1 Relief Road)

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

Dear Emily

I wish to formally object to the above planning application (red. R3.0138/21) and urge the Councillors to reject (& not to defer) these plans.

There are many reasons why this application should be rejected and sent back to the drawing board. These include

~ The road will be **elevated and is simply too close** to Appleford village (Main Road and the entire village). The elevation and proximity to a residential community is unacceptable and will damage the health and well being of residents.

~ The design of the proposed flyover is unsuitable and will generate an unacceptable level of road noise that **cannot be mitigated given its proximity** and height. In addition it will magnify road and rail noise (incl. commercial rail movement at the sidings) which will be amplified by bridge vibration.

The attached video links demonstrate this noise.

1. Wallingford Bridge

<https://drive.google.com/file/d/1qBgOnahe4x3Cra3uGZop6vaUybc3n1sd/view?usp=drivesdk>

2. Drayton Bridge A34

<https://drive.google.com/file/d/1qr2NOBj1pRlewPMNQbHRZsTPKxfE3N/view?usp=drivesdk>

Notes:

(a) please let me know if you cannot see these videos. If so I will send by another means.

(b) I wish them to be shown to the Councillors in the immediate lead up to the Planning & Regulation Committee meeting on 11 April 2022

(c) These bridges presumably comply with minimum noise and environmental / health standards. The new road will connect with the A34 and will bring large volumes of commercial traffic. Imagine living under these bridges - which is what OCC expect Appleford residents to accept. No mitigation can reduce the damaging affects of such structures beside a village.

~ At such **closeness** (70m to nearest dwelling) and at a height (30ft /10 m) no mitigation will be effective to reduce the **noise and pollution**. Air borne pollution has a range of 600m which will cover the entire village. The elevation of the road will have an adverse effect on Appleford and will scar the landscape of the surrounding area.

~ The main purpose of the road is to support housing development, yet it is designed as an **arterial link** (A34 to B 4015;/ Abingdon bypass to east Oxford / M40) which will bring **large volumes of commercial traffic** and impact other villages along the route.

~ The traffic modeling data does not support the underlying reason for the road (infrastructure to support Vale and SODC housing plans). Traffic in Appleford and other villages will return to current levels in 10 years. The data

presented to justify access, junctions, traffic, environmental, health and pollution impact is insufficient and unconvincing.

~. Noise will affect the whole village. Existing rail noise at Appleford is recognised as a noise corridor by DfT which the road will make it worse.

~. The application is not compliant with OCCs own plans and policies and breaches green belt. Thus Councillors will be asked to support plans that are not compliant with existing policies and to break the green belt.

I wish my objection to this application to be logged and urge all Councilors to reject it accordingly. There are other ways to spend this money to provide a new bridge crossing and the necessary infrastructure for housing.

Finally, far better to start again than engage in a complex development that you don't fully believe in. I am aware that Councillors must come to their decision with an open mind but I would ask them not to approve the plans if they have any significant reservations about its impact on local communities.

Please acknowledge this email and accept it as a letter of objection to the planning application.

Greg O'Broin.



11 December 202

Sent from myMail for iOS

## Periam, David - Oxfordshire County Council

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**From:** Zlocki, Pawel (Chipping Sodbury) GBR [REDACTED]  
**Sent:** 10 December 2021 15:52  
**To:** Catcheside, Emily - Communities  
**Subject:** Comments on Planning Application Reference R3.0138/21

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

Dear Emily,

**Re: Planning Application Reference R3.0138/21**

I write on behalf of Hanson Quarry Products Europe Limited ('Hanson UK'), owners and operators of Sutton Courtenay quarry and Appleford aggregates rail depot, parts of which are included in the red line boundary and directly affected by the proposed development.

Hanson UK's position on this proposal is to submit a holding objection pending clarification of the following matters:

1. OCC has not provided any details to Hanson UK relating to the responsibilities for the submission of application for any variation to the approved restoration scheme of the 'Finger Lakes area' (approved under planning permission - MW.0094/18) in terms of costs or timing of the submission. Hanson and OCC have yet to agree on any revisions to the approved restoration scheme and who would be responsible for practical implementation of any variations in terms of management, construction, and costs.
2. OCC has not provided any details to Hanson UK relating to the subsequent aftercare management as a result of any variation to the approved restoration scheme. Furthermore, no detail has been agreed as to how OCC shall indemnify Hanson for any potential issues that may arise from the proposed variations to the restoration scheme (e.g flood management).
3. Hanson UK has not been provided with information as to which parcels of our landholding will be affected by the proposed bridge over the operational railway sidings. OCC is yet to provide details of how the bridge will be constructed (i.e. during or outside of operational hours) and compensation for any business losses/disturbance that may be caused by construction (e.g impact on the operation of the sidings, impact on HGV traffic accessing and exiting the site). OCC is yet to provide details of any Bridge Agreement, Easements and other legal agreements relating to the scheme.
4. Hanson has not to date been provided with any temporary or permanent land take plans, albeit we do understand these will be provided by OCC in due course.

We look forward to discussing and clarifying these matters with OCC. Hanson UK reserves the right to make further comments or objections at a later stage.

Kind Regards,

Pawel

**Pawel Zlocki**  
Lands and Planning Manager

Hanson UK

The Ridge

Chipping Sodbury  
Bristol  
BS37 6AY

**Mobile** 07929 362801  
**e-mail** Pawel.Zlocki@hanson.biz



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For information about how we use your personal data at Hanson UK, including your rights, please see our [privacy policy](#).

Hanson planning objection position statement:

Re: Planning Application Reference R3.0138/21

I write on behalf of Hanson Quarry Products Europe Limited ('Hanson UK'), owners and operators of Sutton Courtenay Quarry and Appleford aggregates rail depot, parts of which are included in the red line boundary and directly affected by the proposed development.

Hanson UK's position on this proposal is supportive but the holding objection submitted on the 10<sup>th</sup> December 2021 still stands. However, we do acknowledge that work has gone into addressing our points and that Oxfordshire County Council are negotiating in good faith. We will continue discussions with a view to reaching agreement on a Without Prejudice and subject to Board Approval basis. Hanson UK would expect to remove their planning objection once the HoTs for the legal agreements have been signed and agreed by both parties.

Hanson Objections:

1. OCC has not provided any details to Hanson UK relating to the responsibilities for the submission of application for any variation to the approved restoration scheme of the 'Finger Lakes area' (approved under planning permission - MW.0094/18) in terms of costs or timing of the submission. Hanson and OCC have yet to agree on any revisions to the approved restoration scheme and who would be responsible for practical implementation of any variations in terms of management, construction, and costs.

Oxfordshire County Council response: OCC and Hanson are currently negotiating HoTs for a legal agreement. Current situation 09/05/2023, Hanson have been sent an updated version of the HoTs and are reviewing them. The HoTs state that OCC will submit a S73 planning application, seeking a new variation of Hanson's planning permission. OCC will complete any additional works and pay for any additional works that are the outcome of the new varied planning permission. Recurring meetings with Hanson have been made to discuss this topic at length.

2. OCC has not provided any details to Hanson UK relating to the subsequent aftercare management as a result of any variation to the approved restoration scheme. Furthermore, no detail has been agreed as to how OCC shall indemnify Hanson for any potential issues that may arise from the proposed variations to the restoration scheme (e.g flood management).

Oxfordshire County Council response: OCC and Hanson are currently negotiating this through the HoTs for the legal agreement. Current situation 09/05/2023 Hanson have been sent an updated version of the HoTs and are reviewing them. OCC have put forward that OCC will pay for any additional aftercare management and Hanson will carry out the aftercare works. Recurring meetings with Hanson have been made to discuss this topic at length.

3. Hanson UK has not been provided with information as to which parcels of our landholding will be affected by the proposed bridge over the operational railway sidings. OCC is yet to provide details of how the bridge will be constructed (i.e. during or outside of operational hours) and compensation for any business losses/disturbance that may be caused by construction (e.g impact on the operation of the sidings, impact on HGV traffic accessing and exiting the site). OCC is yet to provide details of any Bridge Agreement, Easements and other legal agreements relating to the scheme.


Oxfordshire County Council response: Hanson will be compensated for any loss of earning by OCC as OCC are liable for the HIF1 Scheme taking place. In the recurring meetings between Hanson and OCC the landholdings have been established. Hanson's operational team are currently reviewing the

Bridge Agreement (09/05/23) and will give their comment in a planned call between Hanson and OCC.

4. Hanson has not to date been provided with any temporary or permanent land take plans, albeit we do understand these will be provided by OCC in due course.

Oxfordshire County Council response: Land reference drawings have since been produced and shared with Hanson.

Signed by:

DocuSigned by: **Ben Ayres C/O Hanson UK**  
 **LMR Manager**  
11B544D4F383488...

Dated:

6/6/2023

On behalf of Hanson UK



## Periam, David - Oxfordshire County Council

---

**From:** [REDACTED]  
[REDACTED]  
**To:** Catcheside, Emily - Communities  
**Cc:** Cllr Richard Webber  
**Subject:** HIF1 - Planning Application R3.0138/21

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

### Objection to Planning Application R3 0138/21

I wish to object to the planning application (ref: R3.0138/21) which should be rejected for the reasons listed below:

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

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

The objective of the road is to support housing development, yet it is designed as an arterial link (A34 to Golden Balls Roundabout / Abingdon bypass to east Oxford/M40) which will bring large volumes of commercial traffic and impact other villages along the route. Now the Oxford - Cambridge Arc has been cancelled along with many other significant infrastructure schemes, should this plan be re-evaluated and improved too?

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

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

The combined effect of road noise, rail noise at the sidings and vibration from an enlarged bridge construction will increase noise levels. Appleford is already a sensitive noise zone listed by Defra.

The Application is not compliant with OCC's own plans and policies and breaches green belt. the road runs through the Culham Green Belt. It is intended to support Oxfordshire's massive housing target: are the 3,500 houses planned in Culham Green Belt, and others still needed? What about the land it will cross between Appleford and Sutton Courtenay that was agreed to be restored to agricultural land use in 2030?

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

Heather Isaac

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

## Periam, David - Oxfordshire County Council

---

**From:** Wileman, Rachel - Oxfordshire County Council  
**Sent:** 12 July 2023 11:12  
**To:** Catcheside, Emily - Oxfordshire County Council  
**Subject:** FW: HIF1 Road objection

---

**From:** HEATHER ISAAC [REDACTED]  
**Sent:** 12 July 2023 10:53  
**To:** Cllr Richard Webber <Richard.Webber@Oxfordshire.gov.uk>; Wileman, Rachel - Oxfordshire County Council <Rachel.Wileman@Oxfordshire.gov.uk>; Cllr Geoff Saul <Geoff.Saul@Oxfordshire.gov.uk>  
**Subject:** HIF1 Road objection

You don't often get email from [REDACTED] [Learn why this is important](#)

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

Good morning

If the HIF1 new road and flyover go ahead, there will be a significant adverse effect on Appleford residents, particularly along Main Road and Chambray Close.

OCC will knowingly create permanent noise damage in Appleford as the price of providing a new trunk road from the A34 at Didcot. Appleford Parish Council has shown that there is another route for this road, but I believe OCC has declined to give this any thought.

The bridge that will go over Appleford Sidings and elevated road present particular noise risks. Have these been investigated?

Alongside high noise levels there is a risk of increase in air pollution in Appleford due to the elevated road and significant visual intrusion (11 meters above garden level).

Regards  
Heather Isaac



Sent via BT Email App

## Periam, David - Oxfordshire County Council

---

**From:** Planning - E&E  
**Sent:** 14 June 2023 09:26  
**To:** Catcheside, Emily - Oxfordshire County Council  
**Subject:** FW: HIF1 'road to ruin'.

Hi Emily,

This was in the Planning inbox.

Thanks,

David

---

**From:** Ian Brown [REDACTED]  
**Sent:** 12 June 2023 11:50  
**To:** Planning - E&E <planning@Oxfordshire.gov.uk>  
**Subject:** HIF1 'road to ruin'.

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**To whom it may concern,**

We shouldn't be building more roads to spread more and more CO2 to destroy Planet Earth; we should be travelling less and keeping it local.

Sincerely, Ian Brown

[REDACTED]

## Periam, David - Oxfordshire County Council

---

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

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

Dear Ms Catcheside,

I strongly object to Planning Application R3.0138/21, on the following grounds. It should be rejected.

1. The very short time allowed for comments is irrational. It is manifestly impossible to assess (or even to read) such a massive proposal, with such wide-ranging implications, in the time allowed. On an application for judicial review, the court would unhesitatingly quash the procedure on grounds of irrationality: a well-established principle of administrative law.
2. The application is not compliant with current Government policies, or with OCC's own plans and policies. As an example, the proposed road to the Thames crossing cuts straight across an excellent nature reserve under development at OCC's own instructions.
3. The road is much too close to Appleford village. It will bring severe noise and pollution that will be damaging to the health and well being of residents. At such proximity and height no mitigation will be effective to reduce the harms.
4. The objective of the road is to support housing development, yet it is designed as an arterial link (A34 to Golden Balls Roundabout / Abingdon bypass to east Oxford / M40) which will bring large volumes of commercial traffic and impact other villages along the route.
5. The data presented to justify access, junctions, traffic, environmental, health and pollution impact is insufficient and unconvincing.

Ian Cook  
[REDACTED]

10 December 2021

## Periam, David - Oxfordshire County Council

---

**From:** [REDACTED]  
04 June 2023 09:12  
**To:** Catcheside, Emily - Oxfordshire County Council  
**Cc:** [REDACTED]  
**Subject:** Comments on OCC ref: R3.0138/21

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

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

Dear Ms Catcheside,

Thank you for your letter of 04/05/23, giving details of further information submitted relating to application R3.0138/21, and inviting my further comments.

I am a resident of Appleford on Thames. I have read the submissions and my comments are as follows:-

1. None of the further information materially addresses the objections that I raised earlier about the very serious negative impacts on the residents of Appleford on Thames in respect of noise, pollution, traffic danger, etc., etc. I therefore fully maintain those objections. As you know, more detailed objections on the same lines have been made by Appleford Parish Council and other local authorities, and I associate myself with those. In two respects, I make the following further points:-
2. The serious noise nuisance arising from the road scheme will come on top of a major existing noise nuisance from various industrial activities at Appleford Sidings, which are the subject of ongoing investigations by the Environment Agency and VoWHDC.
3. I associate myself entirely with the objections raised by BBOWT, in their letter to you of 31May 2023, regarding the negative impacts on the final phase of the Bridge Farm Quarry Restoration Plan (construction of an important nature reserve).

Yours faithfully,

Ian Cook

[REDACTED]

## Periam, David - Oxfordshire County Council

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**From:** Ian Palmer [REDACTED]  
**Sent:** 09 December 2021 14:57  
**To:** Catcheside, Emily - Communities  
**Cc:** Richard.Webber@oxfordshire.co.uk; JOHNSTON, David  
**Subject:** Objection to Planning Application R3.0138/21.

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

Dear Ms Catcheside

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

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

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

Yours sincerely

Mr I C Palmer  
[REDACTED]

## Periam, David - Oxfordshire County Council

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**From:** Ian Palmer [REDACTED]  
**Sent:** 10 June 2022 15:39  
**To:** Catcheside, Emily - Oxfordshire County Council  
**Subject:** Fwd: Objection to Planning Application R3.0138/21.

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

Dear Ms Catcheside

### **Objection to Planning Application R3.0138/21**

I write again to express my strong objection to the proposed road for the additional reasons

1. Lack of a coherent Local Transports and Connectivity Plan for sustainable transport in South Oxfordshire.
2. Financial Risk of significant cost overruns (over and above £30m already committed) that will compromise OCCs ability to borrow for social services. This could run over £100m.
3. Lack of credible traffic model data which includes induced demand and covers adjacent locations (Abingdon, Sutton Courtenay & Culham roundabouts, Clifton Hampden & areas beyond Golden Balls roundabout).
4. The carbon and environmental costs of the proposals would be significant and appear to have been downplayed in the current assessments.

This project was initiated many years ago and is now completely out of kilter with current policy on climate change and the environment of OCC, SODC and VOWH councils. It is not in line with the Council's own emerging Local Transport & Connectivity Plan 5, which seeks to develop a zero-carbon transport system which prioritises walking and cycling and reduces car journeys.

5. Lack of consideration for health and welfare of local residents and goes against The Oxfordshire Health and Wellbeing Strategy 2018-2023.
6. Lack of consideration to the noise and pollution levels the road will cause to residents along the route specifically in Appleford-on-Thames due to the elevated flyover.
7. Visual impact of the road destruction of Green Belt fields and woodland. Loss of habitat for wildlife.

There are more reasons not to build the road in its current state than there are for building it. Please tell me how you justify declaring a climate emergency, set targets for zero carbon transport, change to vegan lunches at meetings yet plan to build a road which will have a detrimental effect on wildlife, the environment and global warming and local residents health!!

Yours sincerely



Mr I C Palmer

----- Forwarded message -----

From: **Ian Palmer**

Date: Thu, Dec 9, 2021 at 3:19 PM

Subject: Re: Objection to Planning Application R3.0138/21.

To: <[emily.catcheside@oxfordshire.gov.uk](mailto:emily.catcheside@oxfordshire.gov.uk)>

Cc: <[Richard.Webber@oxfordshire.co.uk](mailto:Richard.Webber@oxfordshire.co.uk)>, JOHNSTON, David <[david.johnston.mp@parliament.uk](mailto:david.johnston.mp@parliament.uk)>

Dear Ms Catcheside

**Objection to Planning Application R3.0138/21**

Further to my email below I would like to add addition points:-

**The road is too close to Appleford village, damaging to health and wellbeing and the surrounding landscape.**

It will bring noise and pollution that will be damaging to the health and wellbeing of residents.

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

The road and flyover are too close to Appleford, particularly at Appleford Level Crossing. It will introduce 24/7 traffic noise, light and pollution to the surrounding low-lying, predominantly rural Thames valley, with theoretical visibility from Abingdon in the North, Dorchester in the East, Didcot and Harwell in the South and Steventon and Drayton to the West

The predominantly rural characteristics of the baseline landscape, where there is limited, or no existing highway infrastructure means that regardless of design and mitigation measure, the Scheme represents a fundamental change to landscape character.

HGVs crossing over the 8m high Appleford Rail Sidings flyover will generate light, noise and particulate pollution up to 12.5m above ground level, approximately a football pitch away from the nearest Appleford residential properties.

The 'lazy, wasteful' flyover design presents an opportunity to redesign and improve the aesthetic outcome for local residents.

Justification of the Sutton Courtenay roundabout, and the Appleford T-junction remain to be seen, with concerns from both villages over the choice of these junctions and the need to join the new road to travel between villages historically connected. Likely to be an accident hot spot.

HGVs at the T-junction to the West of Appleford (polluting up to 4.5m above ground level at this point), where village (school) traffic will join the road at an incline is another cause for concern, especially with cyclists and foot traffic joining, and navigate fast-moving HGVs on an arterial road

Thames River Crossing is anticipated to be 6m above ground/ River/ wetland level, with environmental damage from HGVs up to 10m above proposed ground level

The flyover & approach inclines 30 ft high will dominate and overlook the village and bring harmful pollution and noise

Overall, the road will irreversibly scar the landscape and views to and from the Clumps

**Total; disregard of local villages and communities most effected.**

5 Parish Councils are now working together due to concerns that individual attempts to support and improve the scheme during the consultation period have fallen flat

The proposed road will sever historic access, social & community links between Appleford & Sutton Courtenay (e.g. Church, School, PRoW, Station, Shops and Services). Road (car, cycle and foot traffic) will now have to join the new, inclined road to travel between Appleford and Sutton Courtenay.

Requests for data have been deflected to the planning application

Opportunities to test and validate assertions have been missed due to Covid challenges, amongst others

Commercial and biodiversity concerns given more weight than local communities?

**Fit for Purpose/ Compliance designed as an arterial link**

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

Its an arterial link for commercial traffic from the A34 to the Golden Balls roundabout. Now the Oxford-Cambridge Arc has been cancelled (is on hold?), along with many other significant infrastructure schemes, should this plan be re-evaluated and improved too? Or is this the Ox-cam road by stealth?

Evidence the plan is still necessary and appropriate post-Brexit, Covid, COP26, etc.

The road runs through the Culham Green Belt. It is intended to support Oxfordshire's massive housing target: are the 3,500 houses planned in Culham Green Belt, and others still needed? What about the land it will cross between Appleford and Sutton Courtenay that was agreed to be restored to agricultural land use by 2030?

What about the shortage of agricultural land we are due to face.

New access proposed for active commercial sites will bring 100s of HGVs per day past Appleford on the new, elevated road, over and parallel to the village, 24/7. Significantly more traffic noise & pollution is anticipated than at present, notwithstanding current HGV routing agreements that avoid Appleford Main Road

Concerns over loss of direct access between Sutton Courtenay and Appleford, plus lack of provision for active travel/ villager's keen to safely access the new foot and cycleways along the new road

Retired OCC engineer highlights 'lazy, wasteful design' of Appleford flyover bridge in Long Wittenham response document submitted as part of the Planning Application

**Traffic volumes are understated and not credible**

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

Traffic modelling requests repeatedly deflected. Villages remain concerned that the road will bring ever-more traffic (commercial HGVs, as well as domestic vehicles), and justify ever more houses, e.g., Radcot Green development of 2,000 homes between Appleford and Sutton Courtenay, which projected a resulting increase of >20% traffic each way along the A415, further congesting the (half-closed) Abingdon entry-bridge

Accidents on the new road will cause challenging village congestion

Traffic anticipated to back up at rush hour(s) at roundabouts & junctions. More details on this would be appreciated.

## Noise and Pollution

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

The combined effect of road noise, rail noise at the sidings and vibration from an enlarged bridge construction will increase noise levels.

Appleford is already a sensitive noise zone listed by Defra

Mitigation cannot prevent pollution at such proximity. Airborne pollutants remain concentrated for 600 meters which will cover the entire village of Appleford.

Noise mitigation at this proximity with vehicles of various types and weights will not be effective, e.g. Wallingford and Milton bridges.

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

I wish my objection to this application to be considered and urge the Councillor's to reject it accordingly

Yours sincerely

Mr I C Palmer

On Thu, Dec 9, 2021 at 2:56 PM Ian Palmer <[REDACTED]> wrote:

Dear Ms Catcheside

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

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

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

Yours sincerely

Mr I C Palmer



## Periam, David - Oxfordshire County Council

---

**From:** Wileman, Rachel - Oxfordshire County Council  
**Sent:** 12 July 2023 11:15  
**To:** Catchside, Emily - Oxfordshire County Council  
**Subject:** FW: HIF1 Road scheme - Planning Committee Monday 17 July 2023

---

**From:** Ian Palmer [REDACTED]  
**Sent:** 12 July 2023 10:28  
**To:** Wileman, Rachel - Oxfordshire County Council <Rachel.Wileman@Oxfordshire.gov.uk>; Cllr Robin Bennett <Robin.Bennett@Oxfordshire.gov.uk>; Cllr Felix Bloomfield <Felix.Bloomfield@Oxfordshire.gov.uk>; Cllr Yvonne Constance <Yvonne.Constance@Oxfordshire.gov.uk>; Cllr ImadeUzoma Edosomwan <ImadeUzoma.Edosomwan@Oxfordshire.gov.uk>; Cllr Mohamed Fadlalla <Mohamed.Fadlalla@Oxfordshire.gov.uk>; Cllr Stefan Gawrysiak <Stefan.Gawrysiak@Oxfordshire.gov.uk>; Cllr Judy Roberts <Judy.Roberts@Oxfordshire.gov.uk>; Cllr David Rouane <David.Rouane@Oxfordshire.gov.uk>; Cllr Geoff Saul <Geoff.Saul@Oxfordshire.gov.uk>; Cllr Les Sibley <Les.Sibley@Oxfordshire.gov.uk>; Cllr Ian Snowdon <Ian.Snowdon@Oxfordshire.gov.uk>; Cllr Richard Webber <Richard.Webber@Oxfordshire.gov.uk>  
**Subject:** HIF1 Road scheme - Planning Committee Monday 17 July 2023

You don't often get email [REDACTED]

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

Dear Councillors

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

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

The OCC Local Transport Plan regarding new roads states:-

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

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

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

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

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

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

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

Considering the above I must ask:-

- Can you please confirm if you are in favour of this road plan? If so, can you please explain why?
- Why then is the County Council supporting this plan given that it is not a solution?
- Why is the Council doing so much damage to its' climate plan?
- Why is OCC ignoring alternatives and its own LTCP?
- Why has OCC not undertaken work to quantify and compare the carbon emissions from this scheme against Oxfordshire's carbon budget?
- What compensation will be paid to residents who as a result of this road will suffer noise and pollution?

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

Yours faithfully

Ian Palmer



## Periam, David - Oxfordshire County Council

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**From:** Planning - E&E  
**Sent:** 14 June 2023 09:29  
**To:** Catcheside, Emily - Oxfordshire County Council  
**Subject:** FW: Objection to Planning Application R3.0138/21

Hi Emily,

Another one from the Planning inbox.

Thanks,

David

---

**From:** Isabel Tate <isabel.tate@gmail.com>  
**Sent:** 12 June 2023 13:28  
**To:** Planning - E&E <planning@Oxfordshire.gov.uk>  
**Subject:** Objection to Planning Application R3.0138/21

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

Hello,

I was shocked to find out about the HIF1 scheme, which seems so contrary to everything we're striving to do to reduce car usage, carbon emissions, traffic etc. and sustain Oxford/shire's wildlife and beauty. Please register my strong objection. We should be using funding to do everything we can to create a more sustainable environment, not the reverse.

With thanks,  
Isabel



## Periam, David - Oxfordshire County Council

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**From:** Isobel Bamford [REDACTED]  
**Sent:** 17 November 2021 09:59  
**To:** Catcheside, Emily - Communities  
**Subject:** Appleford Flyover OCC ref:R3.0138/21

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

OCC ref: R3.0138/21

Dear Ms Catcheside,

I am writing in response to your letter regarding the planning application for a new road and flyover to be built near to the village of Appleford.

A resident living in the village for nearly 30 years I have come to love the area and the peace and tranquility of the countryside. I enjoy walking through the fields and the abundance of wildlife and nature in the area and I am passionate about the preservation of the established natural environment. Historical evidence from the Roman and Anglo-Saxon times indicates how long there has been a peaceful settlement here allowing nature to thrive.

My objections to the plans so close to the village are as follows:

Not only will the new raised road be an eyesore but it's construction and location will cause huge damage to the long established natural environment and wildlife.

The noise, air and light pollution from the new road and it's proximity to the village will be harmful to the environment not to mention to the residents living close by.

Whilst we are told that there will be some attempt to reduce the effects of this it will still be very noticeable and the resulting poor air quality could well be harmful to the health of residents. In summer it is possible to see house martins, bats and owls in the evenings all of which would be disturbed by the effects of light and noise as well as by the road construction damaging their habitats.

The three proposed roundabouts are going to cause stationary cars to release more fumes into the air around us as queues of traffic form. In a time when protecting the environment is recognised as being of major importance I feel that this should be seriously considered.

If the road were to be moved further away from the village as proposed by Appleford Parish Council it would at least reduce some of the effects on the village and show that OCC has taken the requests of most of the villagers into consideration.

In your letter you mention that the Council's Planning and Regulation Committee can not take into account non-planning issues such as 'fears about loss of value of property'. Surely if the plans are causing property to be devalued then that should be considered as an effect of building the road so close to the village and not just dismissed irrelevant, would residents be considered for compensation if this were to be the case?

We have been given very little time in which to submit our views but I hope that you will have time to give them serious consideration

Yours sincerely

Isobel Bamford



## Periam, David - Oxfordshire County Council

---

**From:** Joanne Bray [REDACTED]  
**Sent:** 18 November 2021 16:11  
**To:** Catcheside, Emily - Communities  
**Subject:** Application - R3.0138/21  
**Attachments:** planning application 2.docx

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

Please find attached letter on behalf of my dad, Mr J Bray regarding planning application R3.0138/21

With thanks

Joanne Bray  
on Behalf of Mr J Bray

[REDACTED]

18<sup>th</sup> Nov 2021

OCC Ref R3.0138/21

Whilst I don't object in principle to the new road and river crossing, I wish to strongly object to the positioning of the road so close to Appleford on Thames and the proposal to build in flyover so close to the village.

The current proposal would mean that the road would be very close (70m in places) and result in residents being subjected to prolonged noise pollution and fumes from passing traffic. Appleford is a quiet village and we want it to stay that way.

The fly over would also have a massive impact on the village, over shadowing houses and would be a blight on our rural village and damage our way of life.

The increase in noise will have serious implication to the quality of life for residents including general health and wellbeing – both myself, family and local residents will experience increased noise intrusion when relaxing in our gardens, working on the allotments or using the recreation ground. It will also impact house prices and the natural environment (wildlife) affecting everyone which is unacceptable.

Taking all of these things into consideration I would like to reiterate my objection to this planning application and ask you to consider moving and relocating the new road.

Yours sincerely

JBray

Mr J Bray

1 of 3

## Periam, David - Oxfordshire County Council

---

**From:** Jeremy Newton-Mold [REDACTED]  
**Sent:** 09 June 2022 10:22  
**To:** Catcheside, Emily - Oxfordshire County Council  
**Subject:** H1F1 Relief Road

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

Dear Emily,

Please place on record my objections to the proposed H1F1 Relief Road project in South Oxfordshire.

- 1/ The considerable costs of implementing this plan would have a direct impact on residents for many years and impact funding of social services provided by OCC.
- 2/ There is a lack of a clear model relating to the impact of traffic on the lives of residents in local communities.
- 3/ Appleford Parish Council have place a number of Planning objections which need careful consideration.

R3.0138/21 H1F1 Relief Road (OCC) MW0033/22 (Hanson) late working restrictions.

MW.045/22 Hanson Concrete Plant.

P17/V22490/LDO Didcot Technology Park Located in Appleford Parish.

Sincerely  
Jeremy.

Jeremy Newton-Mold.

## Periam, David - Oxfordshire County Council

---

**From:** Palamakumbura, Manel - Oxfordshire County Council on behalf of Planning - E&E  
**Sent:** 03 July 2023 15:04  
**To:** Catcheside, Emily - Oxfordshire County Council  
**Subject:** FW: Objection to Planning Application R3.0138/21

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

FYI – I think this is for you. It was in the planning inbox  
manel

---

**From:** Jeremy Newton-Mold [REDACTED]  
**Sent:** 30 June 2023 10:52  
**To:** Planning - E&E <planning@Oxfordshire.gov.uk>  
**Subject:** Objection to Planning Application R3.0138/21

You don't often get email from [REDACTED] [Learn why this is important](#)

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

Dear Emily,  
Please place on record my objection to the proposed HIFI road development which will adversely effect the village of Appleford, the trunk road between the A34 and the M40 will have a devastating effect on the enviroment and at a prohibitive cost to the taxpayer.  
Yours  
Jeremy.

## Periam, David - Oxfordshire County Council

---

**From:** Jerome Pearce [REDACTED]  
**Sent:** 09 December 2021 20:19  
**To:** Catcheside, Emily - Communities  
**Subject:** Objection to Planning Application R3.0138/21. I wish to object to the planning application (ref R3.01138/21) which should be rejected for the reasons listed below: 1. The road is too close to Appleford village. It will bring noise and pollution that wi...

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

Yours sincerely,

Jerome Pearce

[REDACTED]

## Periam, David - Oxfordshire County Council

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**From:** Jerome Pearce [REDACTED]  
**Sent:** 08 June 2022 22:16  
**To:** Catcheside, Emily - Oxfordshire County Council  
**Subject:** HIF1 Objection

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

Dear Emily,

I write to you to further protest at the current proposal for the road planned to be built.

At a time of economic uncertainty and with huge pressure on public finances I again urge that this proposal is at the very least reconsidered.

The reasonable objections raised by residents have not been addressed. These, among other things, concern; noise, pollution, costs, impact on wildlife and the environment.

Please do what is required to support the local communities and listen to our clearly laid concerns.

Yours in hope,

Jerome Pearce



## Periam, David - Oxfordshire County Council

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**From:** Jim [REDACTED]  
**Sent:** 11 December 2021 18:36  
**To:** Catcheside, Emily - Communities  
**Subject:** Fwd: Objection to planning application R3.0138/21

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**From:** Jim  
**Sent:** Saturday, December 11, 2021 6:30:44 PM  
**To:** emilycatcheside@oxfordshire.gov.uk <emilycatcheside@oxfordshire.gov.uk>  
**Cc:** Cllr Richard Webber <Richard.Webber@Oxfordshire.gov.uk>  
**Subject:** Objection to planning application R3.0138/21

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

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

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

Jim Boyce  
[REDACTED]

Sent from Samsung Mobile on O2  
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## Periam, David - Oxfordshire County Council

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**From:** Jo Richardson [REDACTED]  
**Sent:** 12 December 2021 17:22  
**To:** Catcheside, Emily - Communities  
**Cc:** Cllr Richard Webber  
**Subject:** OBJECTION TO PLANNING OBJECTION R3.0138/21

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

### Objection to Planning Application R3.0138/21.

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

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

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

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

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

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

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

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

Johanna Richardson

11.11.21

[REDACTED]

## Periam, David - Oxfordshire County Council

---

**From:** John Boumphrey [REDACTED]  
**Sent:** 09 December 2021 13:28  
**To:** Catcheside, Emily - Communities  
**Cc:** Richard.Webber@oxfordshire.co.uk  
**Subject:** Objection to Planning Application R3.0138/21

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

Dear Ms Catcheside,

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

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

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

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

3. The traffic modelling data presented to justify access, junctions, traffic, environmental, health and pollution impact is both inadequate and unconvincing. Through traffic in Appleford and other villages will return to current levels in 10 years.

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

5. The application is not compliant with OCCs own plans and policies and is in breach of green belt legislation .

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

Kind regards,

John Boumphrey  
9 December 2021  
[REDACTED]

--  
[REDACTED]

## Periam, David - Oxfordshire County Council

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**From:** Lawrence Charles [REDACTED]  
**Sent:** 16 November 2021 16:17  
**To:** Catcheside, Emily - Communities  
**Cc:** Cllr Richard Webber  
**Subject:** REF R3.0138/21

**Importance:** High

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

Good afternoon Emily,

We have received a planning application, with reference above, and are greatly shocked that the planning application has been made without taking into account points raised by the local residents.

I am all for an alternative route and aware a more suitable route from Didcot to Culham is needed, but the plans show the close proximity to Appleford Village, which will turn a quiet village into a viewing platform for all new road users.

As a resident of Appleford and someone who will be most affected by the road, the unnecessary close proximity seems shocking. We have been given some ludicrous figures to show the moving of the road will be too expensive but no evidence to back this up. The road is due to be set 100m or so from our house when there is ample room to go up to 250m back which would make every difference for the hundreds of local residents.

The plans in place will effectively have a raised motorway behind our garden affecting wildlife, noise and air pollution with bedroom windows which will likely be looked upon from the new road.

We urge you to extend the deadlines for any discussion beyond March 2023. Appleford Parish need more time to appoint advisors in order to make sure the accepted road will be suitable for all local residents to Didcot, Appleford, Sutton Courtenay and Culham.

I hope the council can see this is not a small decision to make and will set the Oxfordshire landscape for decades to come so any decision should not be made lightly or too hastily.

Kind regards,

Lawrence Charles



## Periam, David - Oxfordshire County Council

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**From:** lillie potter [REDACTED]  
**Sent:** 09 December 2021 14:04  
**To:** Catcheside, Emily - Communities  
**Cc:** Richard.Webber@Oxfordshire.co.uk  
**Subject:** Objection to Planning Application R3.0138/21.

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

Dear Ms Catcheside,

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

1. The road is **too close** to Appleford village. It will bring noise, light and air pollution that will be extremely damaging to the health and well being of all local residents. And at such proximity (70m) and height (30ft /10 m) no mitigation will be effective in reducing the noise, light or air pollution.

Airborne pollutants remain concentrated for 600 meters which will cover the entire village of Appleford. The World Health Organisation and the UK Government recognise that air pollution is the largest environmental health risk we face today. Poor air quality causes heart and lung diseases, is linked to low birth weight and children's lung development. Air pollution can cause a persistent inflammatory response and can also increase the risk of infection by viruses that target the respiratory tract, including COVID 19.

The elevated road and flyover bridge will also exacerbate existing rail noise at Appleford, which is already recognised as a noise corridor by the Department for transport.

2. The objective of the road is to support housing development, yet it is designed as an **arterial link**(A34 to Golden Balls Roundabout / Abingdon bypass to east Oxford / M40) which will bring **large volumes of commercial traffic** and impact other villages along the route. HGVs would significantly exacerbate the issues of noise and air pollution detailed in my first objection.

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

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

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

Yours sincerely  
Lillie Potter Boumphrey

[REDACTED]

## Periam, David - Oxfordshire County Council

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**From:** [REDACTED]  
**Sent:** 10 December 2021 15:31  
**To:** Catcheside, Emily - Communities  
**Subject:** Objection to Planning Application ref R3.01138/21

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

Dear Emily,

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

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

At such proximity (70m) and height (30ft /10 m) no mitigation will be effective to reduce the noise and pollution. The elevation of the road will have an adverse effect on Appleford and will scar the landscape for the surrounding area. Furthermore, the already additional noise from the rail operation at Appleford Sidings will be exacerbated due to acoustic reflection from the raised road thereby making the situation even worse.

2. The objective of the road is to support housing development, yet it is designed as an arterial link (A34 to Golden Balls Roundabout / Abingdon bypass to east Oxford / M40) which will bring large volumes of commercial traffic and impact other villages along the route. Additionally, with the current housing expansion to the north of Didcot will undoubtedly increase all road traffic through our village of Appleford on Thames as the Didcot residents will use Main Road as a rat run to access the main road. Clearly additional traffic will add to increased noise and vehicle pollution.

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

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

5. The application is not compliant with Oxfordshire County Councils own plans and policies and breaches green belt requirements

I wish my OBJECTION to this application be noted and urge the Councillors to reject the plans accordingly

Yours sincerely,

Lionel Reid

10 December 2021

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Periam, David - Oxfordshire County Council**

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**From:** Louisa griffiths [REDACTED]  
**Sent:** 11 December 2021 22:03  
**To:** Catcheside, Emily - Communities  
**Cc:** Cllr Richard Webber  
**Subject:** Objection to Planning Application R3.0138/21.

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

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

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

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

Yours sincerely

Louisa Griffiths  
[REDACTED]

Sent from my iPhone



## Periam, David - Oxfordshire County Council

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**From:** Lyn Cook [REDACTED]  
**Sent:** 10 December 2021 19:43  
**To:** Catcheside, Emily - Communities  
**Subject:** Objection to Planning Application R3.0138/21

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

Dear Ms Catcheside,

I believe the above application should be rejected outright by the County Council. The very short time period allowed for comments would make it impossible to read and assess its extremely wide-ranging implications. A judicial review court would quash any procedure on grounds of irrationality. The data presented on the environmental, pollution and health impact of this proposal is unconvincing and does not justify its approval.

The proposed road and flyover will totally change the quality of Appleford Village life. It will bring severe noise and terrible pollution, damaging the health and wellbeing of all residents. At such close height and proximity, no mitigation would be effective to reduce the harm it would do.

Whilst the objective of the road is to support housing development, it is designed as an arterial road attracting huge volumes of traffic of all types, impacting villages along the route and destroying their environment.

In addition, this application is not compliant with current Government policies or OCC's own plans and policies, i.e, a section of the proposed road cuts straight across a nature reserve being developed at the instructions of Oxfordshire County Council. This reserve has already attracted water fowl and wildlife back into an area formerly used for gravel extraction thus creating future valuable habitat and feeding grounds.

Lyn Cook,

[REDACTED]  
10th December, 2021.

Sent from my iPad

## Periam, David - Oxfordshire County Council

---

**From:** Mandy Evans [REDACTED]  
**Sent:** 09 December 2021 12:16  
**To:** Catcheside, Emily - Communities  
**Subject:** Objection to Planning Application R3.0138/21.

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

Good afternoon Emily,

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

1. The road is too close to Appleford village. It will bring noise and pollution that will be damaging to the health and well being of residents. There have been no reasonable arguments presented to me as to why the road cannot be moved further away from the village. I am happy for you to provide me with evidence to the contrary. At such proximity (70m) and height (30ft /10 m) no mitigation will be effective to reduce the noise and pollution. The elevation of the road will have an adverse effect on Appleford and will scar the landscape for the surrounding area. I would also like to ask what OCC's view would be if the road does cause bronchial problems to current residents as this is something that I foresee. I moved to a village to ensure I had a peaceful and relatively pollution free environment to live in and the new road will change that for all of us.
2. The objective of the road is to support housing development, yet it is designed as an arterial link (A34 to Golden Balls Roundabout / Abingdon bypass to east Oxford / M40) which will bring large volumes of commercial traffic and impact other villages along the route.
3. The traffic modeling data is not convincing and through traffic in Appleford and other villages will return to current levels in 10 years. The data presented to justify access, junctions, traffic, environmental, health and pollution impact is insufficient and unconvincing.
4. Noise will affect the entire village. The elevated road and flyover bridge will exacerbate existing rail noise at Appleford which is recognised as a noise corridor by DfT.
5. The application is not compliant with OCCs own plans and policies and breaches green belt.

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

Madeleine Evans

[REDACTED]

## Periam, David - Oxfordshire County Council

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**From:** margaret.riding e-mail [REDACTED]  
**Sent:** 11 December 2021 16:29  
**To:** Catcheside, Emily - Communities  
**Subject:** Planning application R3.0138/21

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

Hi

I wish to object to OCC's HIF1 Planning Application R3.0138/21. It should be rejected for these reasons:-

The road is too near the village of Appleford at 70m and height of 30m/10m. Both noise and air pollution will have a significantly negative impact on village residents and at this distance will be almost impossible to mitigate. In addition the visual impact of the elevated road will negatively impact the village and surrounding areas.

2. The route is an arterial link road supposedly to support housing development and yet it is apparent that this will also attract commercial vehicles who want to connect to the A34 or M40 which will affect all villages within its route adversely.

3 The traffic modelling data is not representative of through traffic and levels will at least equal current levels within 10 years. In addition the data to justify access junctions etc is unconvincing and Health and pollution impact will far exceed predictions.

4 the elevated road will amplify the existing noise corridor(DfT) caused by rail noise in Appleford impacting the whole village.

5. This application does not comply with OCC's own policies and plans

**Periam, David - Oxfordshire County Council**

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**From:** David Williams [REDACTED]  
**Sent:** 11 December 2021 19:58  
**To:** Catcheside, Emily - Communities  
**Subject:** New Bridge and By-Pass – Planning Application R3.0138/21

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

Dear Ms Catcheside

We wish to request an extension to the consultation period for this application until 31 March 2022.

We have been presented with an extraordinary number of documents and have been given an inadequately short period to consider the implications.

We live on the western edge of Clifton Hampden and we will be adversely affected by the proposal for the by-pass around the village as it cuts across the field adjacent to our home.

We are appalled by the lighting maps which suggest that we will be living next to something resembling an international airport and we have recently learned that amendments have been made to the second entry to the Culham science centre which we have not had time to examine.

We trust that our views will be taken into account.

Yours sincerely

Margaret & David Williams  
[REDACTED]

## Periam, David - Oxfordshire County Council

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**From:** Mary Hancock [REDACTED]  
**Sent:** 09 December 2021 13:01  
**To:** Catcheside, Emily - Communities  
**Subject:** Objection to Planning Application R3.0138/21.

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

Hello,

I'd like to register my objection to the planning application Ref R3.0138/21.

I think it should be rejected because

1. it is unhelpful to be building new roads at this time of reduced traffic and requirements to discourage road transport to reduce global footprint. I feel very unhappy that Oxfordshire is trying to progress this project as though the Climate crisis was not something that OCC need to respond to. I think everyone now understands the fact that new roads always tend to increase vehicular traffic, and this at a time when to preserve life on the planet, vehicles must be used less.
2. The alignment of the road is poorly thought through and runs very close to the village of Appleford. The noise and pollution will be a great disadvantage, particularly for the southern end of the village where they are already one of the noise blackspots in Oxfordshire ( I think described as a noise corridor by Department of Transport) because of the rail and siding noise.
3. I believe that large volumes of commercial traffic, lorries, will use the road to access the east side of Oxford. This means that I feel the assumptions in the noise studies carried out by OCC are erroneous because they assume that only the traffic that presently goes through the villages will use the new road.

Hoping you will take notice of these comments and reject the plans for this road that is based on old assumptions ( pre-covid, pre climate desperate emergency)

Yours faithfully,

Mary Hancock  
[REDACTED]

## Periam, David - Oxfordshire County Council

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**From:** Matthew Taylor [REDACTED]  
**Sent:** 11 December 2021 08:49  
**To:** Catcheside, Emily - Communities  
**Cc:** Cllr Richard Webber  
**Subject:** Fwd: Objection to planning application R3.01138/21

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

Dear Ms Catcheside,

I am writing regards the planning application (ref R3.01138/21) - I would like to object to it and feel it should be rejected for the reasons listed below:

1. The road is too close to Appleford village. It will bring noise and pollution and greatly affect the wellbeing of residents. The proximity (70m) and height (30ft /10 m) especially are too imposing and the elevation of the road will have an adverse effect on Appleford and will scar the landscape for the surrounding area.
2. The objective of the road is to support housing development, yet it is designed as an arterial link which will bring large volumes of commercial traffic and impact other villages along the route. I do not find the evidence to the contrary satisfactory and urge you to consider and question this.
3. The data presented to justify access, junctions, traffic, environmental, health and pollution impact is also insufficient and unconvincing.
4. The application is not compliant with OCCs own plans and policies and breaches green belt. I find this particularly upsetting as we all strive to build a better future for our environment.

Finally, I would wish to state that I am extremely disappointed in how the entire consultation process has been run. I feel efforts of parish councils and the communities affected have not been given fair enough consideration – the entire process felt very rushed.

For a project of this size and complexity statutory minimum requirements are not enough (as the deadline for objections, for example).

I moved to Appleford earlier this year and have been taking in all the information for this application. I really don't understand why the council cannot at least move the road further away from Appleford as proposed.

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

Matthew Taylor

11.12.21

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

## Periam, David - Oxfordshire County Council

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**From:** Veronica Reynolds [REDACTED]  
**Sent:** 02 December 2021 11:36  
**To:** Townsend, Dan - Communities; Wisdom, Aron - Communities; Catcheside, Emily - Communities  
**Subject:** Re: Planning portal

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

Hi

Many thanks for registering our **support and comment** for the HIF Planning. I seem to get an error message when I try to submit through the portal.

The address for the submission is below. I am responding on behalf of MEPC, Milton Park, as their Sustainable Travel Advisor.

We support the planning. And we would want the comment below to be registered:

**Milton Park is broadly supportive of the schemes specifically along the A4130 and the Science Bridge, on the basis that these would offer much needed improvements for active travel in the Science Vale area and provide sustainable links to the new housing developments with the employment opportunities at Milton Park.**

**The opportunity for these schemes to deliver realistic and good quality active travel options fit with our ambitions to further reduce the single occupancy vehicle mode share for local residents working at Milton Park.**

Many thanks  
Veronica

**Veronica Reynolds**  
Sustainability and Community Manager  
MEPC  
Innovation Centre  
99 Park Drive  
Milton Park  
Oxfordshire  
OX14 4RY

[veronica.reynolds@miltonpark.com](mailto:veronica.reynolds@miltonpark.com)  
+44 (0)7885468359  
[www.miltonpark.co.uk](http://www.miltonpark.co.uk)

Please note I don't usually work on Wednesdays

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**From:** "Townsend, Dan - Communities" <Dan.Townsend@Oxfordshire.gov.uk>  
**Date:** Thursday, 2 December 2021 at 11:20  
**To:** "Wisdom, Aron - Communities" <Aron.Wisdom@Oxfordshire.gov.uk>, Veronica Reynolds <veronica.reynolds@miltonpark.com>, "Catcheside, Emily - Communities" <Emily.Catcheside@Oxfordshire.gov.uk>  
**Subject:** RE: Planning portal

Hi Veronica,

If you send your response directly to case officer [@Catcheside, Emily - Communities](#) who will upload directly when she returns from leave next week. Happy to be cc'd so we ensure your response is captured.

Dan

---

**From:** Wisdom, Aron - Communities <Aron.Wisdom@Oxfordshire.gov.uk>  
**Sent:** 02 December 2021 11:17  
**To:** Veronica Reynolds <veronica.reynolds@miltonpark.com>  
**Cc:** Townsend, Dan - Communities <Dan.Townsend@Oxfordshire.gov.uk>  
**Subject:** RE: Planning portal

Hi Dan,

Can you assist Veronica and point her in the right direction. Please?

Thanks,



Aron

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**From:** Veronica Reynolds <[veronica.reynolds@miltonpark.com](mailto:veronica.reynolds@miltonpark.com)>  
**Sent:** 02 December 2021 11:15  
**To:** Wisdom, Aron - Communities <[Aron.Wisdom@Oxfordshire.gov.uk](mailto:Aron.Wisdom@Oxfordshire.gov.uk)>  
**Subject:** Planning portal

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Hi Aron

I am trying to submit a response regarding the HIF planning, but the website returns an error message when I press submit. I am going away from tomorrow and really wanted to get this submitted before then. I can't seem to get a response from anyone in planning.

Hope you can help

Best wishes

Veronica

**Veronica Reynolds**  
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Please note I don't usually work on Wednesdays

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**From:** [REDACTED]  
**Sent:** 09 December 2021 23:00  
**To:** Catcheside, Emily - Communities  
**Cc:** Cllr Richard Webber  
**Subject:** Objections to HIF1 Planning Application R3.0138/21

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

Dear Ms Catcheside,

**Objections to HIF1 Planning Application R3.0138/21**

I wish to object strongly to OCC's HIF1 Planning Application R3.0138/21, which should be REJECTED for many reasons, including some of the Key Reasons I have listed below.

Firstly, I believe it is fundamentally anti-democratic for OCC to dictate a published deadline of 11th December for "Consultation" on such a major and complex project (with some 470 planning documents), and to attempt to railroad it through, particularly when OCC personnel indicated that the Consultation period would continue until about March/April 2022.

It would appear that OCC's schedule and approach is primarily driven by the previous OCC administration having signed a contract with punitive clauses, before proper data collection, options analysis, costing or adequate consultation had been performed! However, this cannot be permitted to be the reason for OCC to inflict profound damage on many communities.

I note that OCC have already admitted that the Application is not compliant with OCC's own plans and policies, and that it breaches Green Belt provisions. This appears indefensible.

The road runs through the Culham Green Belt. It is intended to support Oxfordshire's massive housing target: are 3,500 houses planned in Culham Green Belt, and others, really required?

**KEY REASONS for REJECTION**

**NOISE & POLLUTION**

The limited data 'presented' by OCC to justify access, junctions, traffic, environmental, flooding, health, noise and pollution impacts have been non-convincing, and inadequate for proper modelling. New access, only recently proposed for active commercial sites, will bring 100s of HGVs per day past Appleford on the new elevated road, parallel to the village, 24/7. This will inevitably lead to significantly more traffic noise and pollution than at present.

The road is too close to Appleford village (70 m) and too high (10 m), particularly near Appleford Level Crossing. No mitigation will be effective at such close proximity.

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

Airborne pollutants remain concentrated for 600 metres, covering the whole of Appleford.

## TRAFFIC CONGESTION

The objective of the road is ostensibly to support housing development, yet it has also been designed as an **arterial link** (A34 to Golden Balls Roundabout / Abingdon bypass to East Oxford and the M40), which will bring large volumes of commercial traffic, HGVs and domestic traffic onto **already-congested** local roads (the A415, B4015, B4016 and A4074). This will have massive impacts on every village along the route, and on towns also.

Residents are seriously concerned that the road will bring ever-more traffic in future, and be used to 'justify' ever-more housing projects, e.g. the proposed Radcot Green development of 2,000 houses between Appleford and Sutton Courtenay, which is projected to increase traffic along the A415 by a further 20%.

The very limited 'traffic modelling' presented by OCC appeared to be seriously non-realistic, and to be based on some fallacious assumptions which need to be clearly identified and challenged.

Traffic is anticipated to back up at each rush-hour at the route's roundabouts and junctions.

The inevitable accidents on the new road and river crossing will cause extensive road and village congestion.

The road will sever the historic access and community links between Appleford and Sutton Courtenay, unless the B4016 is provided with an overpass **instead of** the proposed junction.

I therefore wish my strong objections to this Application to be considered very carefully, and urge the Councillors on the Planning Committee to REJECT IT accordingly.

Yours truly,

Mr A Oldfield



Sent with [ProtonMail](#) Secure Email.

**From:** [REDACTED]  
**Sent:** 10 December 2021 11:27  
**To:** Catcheside, Emily - Communities  
**Cc:** Richard.Webber@Oxfordshire.co.uk  
**Subject:** Objection to Planning Application R3.0138/21.

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

Dear Miss Webber

As residents of the small village of Appleford we wish to object to the planning application (ref R3.01138/21). It should be rejected for the reasons listed below:

1. The road is too close to our small village. It will bring noise and pollution damaging to the health and well being of residents. At such proximity (70m) and height (30ft /10 m) no mitigation will be effective

to reduce the noise and pollution. The elevation of the road will have an adverse effect on Appleford both visually and to the health and well being of its residents and will scar the landscape for the surrounding area. The land it will cross between Appleford and Sutton Courtenay was agreed to be restored to agricultural land use by 2030? How will this happen if the planning application goes ahead? Has this promise been considered, I see no evidence of this.

2. The objective of the road is to support housing development, yet it is designed as an arterial link (A34 to Golden Balls Roundabout / Abingdon bypass to east Oxford / M40). This will bring large volumes of commercial traffic, and high volumes of HGV's and will impact other villages along the route. Now the Oxford-Cambridge Arc has been cancelled, along with many other significant infrastructure schemes, should this plan be re-evaluated and improved too?

3. The traffic modelling data is not convincing and through traffic in Appleford and other villages will return to current levels in 10 years.

The data presented to justify access, junctions, traffic, environmental, health and pollution impact is insufficient and unconvincing. Traffic modelling requests by the Appleford Parish Council have been repeatedly deflected. We remain concerned that the road will bring ever-more traffic (commercial HGVs, as well as domestic vehicles).

4. Noise will affect the entire village. The elevated road and flyover bridge will exacerbate existing rail noise at Appleford which is recognised as a noise corridor by DfT. It will damage the health & well-being of residents, introducing 24/7 traffic noise, light and pollution to the surrounding low-lying, predominantly rural Thames valley, with theoretical visibility from Abingdon in the North, Dorchester in the East, Didcot and Harwell in the South and Steventon and Drayton to the West.

5. The application is not compliant with OCCs own plans and policies and breaches the green belt. Is there sufficient evidence the plan is still necessary and appropriate post-Brexit, Covid, COP26, etc.

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

Signed

Roy Stocker and Janice Stocker

