

# Comment for planning application R3.0138/21

Application number

Name

Address

Type of Comment

Comments

I commend the officers on their efforts in producing this application over the years. Sadly, I found its presentation difficult to follow and less than convincing.

In principle, I support improving the infrastructure around Didcot but have grave concerns over the current proposal. These include:

The lack of a cost-benefit analysis to prove that the project is value for the increasingly large sums required to construct it. I would urge councillors, therefore, to review the budgetary provision for the project and the likely overruns in both financial and construction terms before deciding on this application.

The analysis of the cumulative impact of the proposal and the extensive housing it is meant to complement is very limited and fails summarise the adverse effects that together these would have on the existing communities. The least residents should expect is a clear statement of the cumulative impact of the proposal on the environment and their quality of life.

That too little attention has been paid to the impact of running an arterial road through the area, from the A34 to north of Clifton Hampden and then onward to access to the M40. This will produce more HGV traffic than has been allowed for, with its attendant impact in terms of noise and pollution on neighbouring communities. In that context, I particularly object to the highway running over a flyover within metres of the houses in Appleford. I also consider the flyover will adversely affect the landscape of the village and surrounding area. The failure of OCC to address the legitimate concerns of Appleford residents on this issue is particularly regrettable.

The proposal claims that traffic would be reduced in the villages to the north of Didcot. However, the data underpinning the proposal fails to prove that primary contention. It appears to badly underestimate the impact of traffic on localities adjacent to the proposed junctions.

In particular, I am concerned at the impact of the underestimation of the traffic flow along the A415 from Clifton Hampden to Abingdon, past Culham Laboratories and the adjacent 3500 house development and also that through Appleford and Sutton Courtenay. The A415 is already gridlocked at peak periods and the addition of extra traffic from the Thames bridge and associated roundabout will inevitably exacerbate that. Additionally, having bypassed Clifton Hamden, traffic entering the narrow B4105 will inevitably back up, potentially adding to the difficulties along the A415, especially as more HGV traffic will seek to join the M40 from the A34 along that route. The data does nothing to obviate those concerns.

In Sutton Courtenay, the modelling results on the junctions SC from 6.8.18 to 6.8.32, do not answer in detail the questions Sutton Courtenay Parish Council has raised over several years and the data that is provided is opaque and questionable. As planned, adding a junction with the new highway along Appleford Road, raises concern that it will increase traffic through the village by attracting more traffic to access the new bridge. The modelling does nothing to counter that concern. Not have the planners proposed mitigation measures that would alleviate that, as recommended by residents.

In addition, the narrowing of the access for traffic over the Science Bridge will inevitably lead to tailbacks, at least in peak periods, towards Didcot on the A4130 and Milton Park. Here I also need to raise an objection to the proposed bridge, which requires a very steep rise to get over the electrification provision for the railway. The application has inadequate proof that that is the best means of linking the A4130 and the link road around Didcot leading up to the new Thames bridge. The dislocation of traffic in and around Didcot, Great Western Park and Milton Park during the construction phase, should of itself raise doubts as to this being the best solution.

In principle, I support the intent to improve the infrastructure around Didcot and a new bridge over the Thames. This proposal, however, leaves too many questions unanswered to warrant approval at

this stage. It also raises questions over whether the required improvements in traffic flow could not be provided at reduced expense by a less ambitious plan.

On that basis, I strongly urge the Planning Committee to defer a decision on the application until the budgetary pressures are clear and other less expensive options have been thoroughly examined.

Received

11/12/2021 17:13:52

Attachments

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Dr Sarah Eccles</div>
Address	<div></div>
Type of Comment	<div>Comment</div>
Comments	<div><p>This is an additional comment from the Oxfordshire Cycling Network (OCN).</p><p>We note the value of a link from Science Bridge to Milton Road to aid access to the east end of Milton Park and other workplaces and addresses that will be constructed near there. The direct approach was discussed and considered to have too steep a gradient. The current proposal makes provision for this link via one of the Science Bridge junctions and the watercourse to be constructed in a future development. We support this approach, even though it is a somewhat indirect route it does allow for continuous cycling at a reasonable gradient and a viable link to be created.</p></div>
Received	<div>11/12/2021 23:39:26</div>
Attachments	

# Comment for planning application R3.0138/21

Application number R3.0138/21

Name Mr Charles Leoanrd

Address

Type of Comment Objection

Comments

This response is on behalf of the Oxfordshire Cycling Network (OCN), which includes members from 30 cycling and supporting organisations in the county. OCN represents the 180,000 cyclists in the county and the 480,000 who would cycle if it was safe, convenient and pleasant.

Our response covers three main issues

1. We remain concerned that these proposals will generate more traffic, and the pollution, climate and health problems that come with it.
2. The schemes includes cycling and walking facilities and these are well-designed. If the roads have to be built, we support the cycling and walking facilities.
3. Given the extra traffic on the A415, a safe cycling route from Abingdon to Culham Science Centre, and ideally on to Berensfield, should be an integral part of the scheme.

1. Response at strategic level

The proposals continue to expand road capacity, which will make car travel an easier option in opposition to the Council's LTP4 and emerging LTCP policy to reduce private car journeys. While the proposals would provide some temporary local relief, more of the area's current and future residents will travel by car, creating more congestion, greenhouse gases, other pollution and health problems.

The congestion problems are most likely to be seen in Abingdon, Didcot, the A34 and A4074. The pollution and health impacts will be felt in Didcot and all the surrounding towns and villages - and not just by the people who choose to travel by car.

It fails to align with several of the Oxfordshire Fair Deal Alliance's policy objectives: to tackle the Climate Emergency, to tackle inequalities, to prioritise wellbeing, and to reduce car journeys.

In his introduction to 'Decarbonising Transport: Setting the Challenge' (published in March despite the COVID-19 crisis) the Secretary of State for Transport states "Public transport and active travel will be the natural first choice for our daily activities. We will use our cars less and be able to rely on a convenient, cost-effective and coherent public transport network."

We recommend that Oxfordshire takes a more future-looking approach, compatible with the Alliance's objectives and 'Decarbonising Transport, and considers what 200m could achieve if spent on public and active transport based on the journeys that people need to make.

2. Response to the specific proposals

Overall, the proposals are highly focused on road transport. We will not repeat our comments on the high-speed roundabout geometry in general as we don't believe we have further influence here.

The cycling and walking infrastructure, both routes and crossings are well considered and some of the best proposals that we have seen for this type of road. If the roads have to be built, we support the proposed walking and cycling facilities with minor comments.

It is important to maintain:

For cyclists, the ability to maintain forward motion whenever possible, so the parallel crossings and 'default to green for cycling' signals are appreciated.

For pedestrians, the ability to cross with minimum diversion or delay, so zebra/parallel crossings, well-placed/frequent crossings look to have been achieved.



One aspect concerns us is the safety of crossings relative to possible high-speed traffic on a roundabout. We are most concerned about this on the Science Bridge roundabout, with the north-to-south towards the parallel crossing, as this can be driven quite straight if there is not much traffic. We would like some deflection built into this.

On Science Bridge, we rate the north-side (north-east bound one-way) cycle track as 'nice to have' rather than essential. The parallel crossing makes the south-side two-way track reasonably convenient and it is inclusive.

### 3. Linking to Abingdon & Berinsfield

Possibly a better investment than the north-side cycle lane on Science Bridge would be a better connection to Abingdon. This because we think that the A415 between Culham and Abingdon will see more motor traffic due to this scheme, switching from the A34. This will make cycling on the A415 even more unpleasant than it already is. Many people technically break the law and opt for the safety of cycling on the 'Causeway' instead of on the A415, where drivers often more dangerously break the law by exceeding the 40mph speed limit.

Ideally, the opportunity would also be taken to create a quiet lane between Clifton Hampden, Burcot and Berinsfield(also connecting Dorchester). OCN's proposed Strategic Cycle Network for Oxfordshire , included a Primary route from Abingdon to Berinsfield, based on the large populations, major workplace at Culham and manageable distances involved.

Received

10/12/2021 15:01:23

Attachments

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mr Simon Martin</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>Dear Sir or Madam,</p><p>I wanted to add my objection to others from the village on this application. The weight of traffic and particularly the actually "weight" of HGVs coming through the village is already a problem and this application would make this much worse. Our house has significant damage to the walls to the front and side of the cottage due to the vibrations caused by heavy trucks and lorries passing (happy for this to be examined or send in photos if this is helpful). This has been made worse by the collapsing tarmacking where a water pipe was repaired across the road. The dip makes the impact and shaking of the houses even worse as the lorries pass. If we take the Grade II listing of these historic buildings seriously it seems crazy to divert even more traffic through the village when I can see in the huge cracks in the walls the damage this does. And this is not to mention the impact on villagers of an increase of traffic, with the subsequent noise, and shaking - with beds being rattled and people woken at about 4:30am when the trucks start coming through; or even all night if there is a problem on the A34 and the traffic is diverted via the village.</p><p>Please do get in touch if further details or photographic evidence would be helpful.</p><p>All the best,</p><p>Simon Martin 07738419770</p></div>
Received	<div>06/02/2022 12:51:09</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Daniel Pooley
Address	
Type of Comment	Objection
Comments	The shared goals of the Oxfordshire Fair Deal Alliance begin with "Tackle the Climate Emergency through rapid decarbonisation, proper accounting of carbon emissions and ambitious targets, as well as supporting climate resilience" and further include "Increased investment in an inclusive, integrated, county-wide active and sustainable travel network fit for the 21st Century to improve choice and reduce car journeys across the county". Building of new roads is always going to be in opposition to these goals. New roads induce new traffic and in turn more congestion elsewhere - this is well established, and figures in the proposals that suggest otherwise clearly need to be investigated further to see what has been missed. New roads are not active and sustainable travel and must simply not be built.
Received	27/01/2022 12:52:07
Attachments	

# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Brenda Boardman
Address	
Type of Comment	Objection
Comments	I've been advised by Oxford Friends of the Earth that the best option is not to build this new road, and I trust their judgement on this, and therefore wish to object. In a general way, when you build new roads, they increase the amount of traffic. The planet may well be on the edge of irreversible tipping points - the government has declared a climate emergency - and investing in this seems like damaging madness. Please divert this money to something that attempts to deal with the worsening environmental problems - facilitating active travel, improving train transport, funding farmers while they convert to more eco-friendly farming techniques, insulating houses, research and education into sustainability. We need to realise that the logic behind approving this proposition is old-fashioned; while it made sense once, when we were less numerous, it's no longer appropriate to function like this. We can't concrete over everything... Thanks for your work and potential willingness to re-examine the way you do things.
Received	11/01/2022 22:26:19
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mr Tom Green</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>We must invest in clean transport rather than new roads. New roads designed to 'relieve' traffic have repeatedly led to increased traffic in the area. 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'. There is no evidence that there has been a full evaluation of all options including not building the road.</p></div>
Received	<div>08/01/2022 14:00:12</div>
Attachments	



# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mr Tristan Canfer</div>
Address	<div></div>
Type of Comment	<div>Support</div>
Comments	<div>As a local cyclist, I support the new cycle paths this plan includes and approve of the proposed implementation of the road crossings. It appears to properly consider cyclist and pedestrian safety, and would improve cycle mobility around the area.</div>
Received	<div>07/12/2021 13:40:50</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Dr Ian Bush</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>I found examining the application particularly difficult. The documents are in a random order, with the key issues low down in the document sequence and it was almost impossible to find one which summarised the project. It reflects very poorly on the presentation of the case for the proposal, which is at variance with all the effort that the officers have expended over the years in producing the plan.</p><p>I had expected to find a definitive evidence base to prove that this large and costly project would indeed, as promised, reduce the traffic flow across the area. However, there is no evidence of detailed analysis being undertaken to prove that the proposed junctions would improve the traffic flow through the adjacent localities.</p><p>Whilst generic data does appear to indicate that traffic across the area would flow more freely, even that would be reversed within just 10 years and did not allow for the increase in traffic that would occur from further development arising because of the access to the new road. Meanwhile, without such proof, there is a considerable risk that the plan would exacerbate the traffic flow rather than reduce it in the surrounding villages.</p><p>One, therefore, has to doubt the rationale behind the application, the value for money that it offers and whether the disruption its construction would cause is acceptable.</p><p>Given all that, I object to the current plan and urge councillors to investigate whether better value could be achieved through more focussed improvements to the current infrastructure without risking further undue development following the introduction of this plan.</p></div>
Received	<div>11/12/2021 22:54:57</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mrs Anne Churchill Stone</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>I object to this proposal since I know that there has not been robust and logical assessment of this plan for a new river crossing. I ask that a full review of access and transport needs in South Oxfordshire should be carried out with emphasis on reducing car dependence and increasing communal and alternative traffic solutions including public transport of course. Some radical thinking is required - not a continuation and enlargement of the current traffic situation.</p><p>This project is already going to cost way in excess of the budget available from the HIF grant, money OCC definitely cannot afford to waste.</p><p>The project is obviously counter to the principles in the new Local Transport and Connectivity Plan. Please, please reevaluate this project - for all our sakes.</p></div>
Received	<div>15/02/2022 16:56:40</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Dr Brenda Boardman</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>I object to this proposal for a new road because it will encourage car dependency at a time when it is imperative that we take cars off the roads. We will not be able to meet our emissions reductions targets without a decreasing car journeys, and new roads have been repeatedly shown to increase car use.</p><p>I understand that the new road is part of the drive towards unsustainable and environmentally irresponsible economic growth in Oxfordshire and the other OxCam Arc counties. Such growth is not needed or wanted by the majority of Oxfordshire residents, but is being imposed on us by Whitehall. As such I do not accept that this road is needed.</p></div>
Received	<div>11/01/2022 22:26:19</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Miss Victoria Johnson</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>I wish to object to the planning application (ref R3.01138/21) which should be rejected for the reasons listed below:</p><p>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.</p><p>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.</p><p>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.</p><p>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.</p><p>5. The application is not compliant with OCCs own plans and policies and breaches green belt.</p><p>I wish my objection to this application to be considered and urge the Councilors to reject it accordingly</p></div>
Received	<div>09/12/2021 15:17:41</div>
Attachments	



# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Miss Victoria Johnson</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>I wish to object to the planning application (ref R3.01138/21) which should be rejected for the reasons listed below:</p><p>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.</p><p>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.</p><p>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.</p><p>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.</p><p>5. The application is not compliant with OCCs own plans and policies and breaches green belt.</p><p>I wish my objection to this application to be considered and urge the Councilors to reject it accordingly</p></div>
Received	<div>09/12/2021 14:49:49</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Dr Sarah Eccles</div>
Address	<div></div>
Type of Comment	<div>Comment</div>
Comments	<div><p>There has been no effective public consultation.</p><ul style="list-style-type: none"><li>- Oxfordshire County Council has disregarded the concerns that the villages have expressed.</li><li>- The planned road is far too close to properties in Appleford.</li><li>- OCC has not provided data proving its claims that traffic would be reduced in villages north of Didcot.</li><li>- Traffic mitigation recommendations from Sutton Courtenay Parish Council have been ignored.</li><li>- No cost/benefit analysis has been provided by OCC to confirm the value of the scheme.</li><li>- The cumulative effects of planned developments and infrastructure improvements are underestimated in the 'Assessment of Cumulative Effects'.</li></ul><p>I am very concerned that traffic from nearby villages and from south Abingdon would actually increase through Sutton Courtenay, using village roads as a 'rat run' to the HIF roundabout on Appleford Road. (Residents are already only too aware of the traffic impact on village roads when there are problems on the A34.)</p><p>Construction of the 'Science Bridge' will adversely impact the village.</p><p>Overall, I am very concerned that traffic will increase, rather than decrease.</p></div>
Received	<div>11/12/2021 23:39:26</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mrs Caroline Baird</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>I realize that this proposal is linked to the Growth Deal and to delivery of Local Plans, particularly those of South Oxfordshire the Vale of White Horse District councils. BUT the public were not consulted on the Growth Deal and the Oxfordshire Growth Needs Assessment, on which it is based, is fundamentally flawed. Like other members of Save Culham Green Belt I recognise the need for some new and genuinely affordable housing in Oxfordshire, with associated infrastructure but construction of a major new road system like this will create many more significant problems for Oxfordshire than it hopes to solve. It will also make it impossible to meet the target of annual reduction in transport carbon in both the above district council areas. It will exacerbate both the local flooding issues and both the local and national climate emergencies.</p><p>Furthermore the new proposed route for the Didcot to Culham River Crossing was NOT INCLUDED IN THE SAFEGUARDING MAPS IN THE SODC LOCAL PLAN UNTIL AT MAIN MODIFICATIONS STAGE AFTER EXAMINATION IN PUBLIC. So it was not included in any of the consultation phases of the District's Local Plan and was not one of the several alternative routes shown at the public exhibition held by OCC in Didcot. Given that the Thames and Thames Path are of national importance, and not just local community priorities, this is a major failure in your democratic responsibilities.</p><p>Such is the extent of local objection, no fewer than five parish councils on the route, including my own in Culham, are opposing the plan and have jointly raised several thousand pounds to bring in expert advice.</p><p>I understand that the projected costs of this proposal, and the linked land acquisitions, have already climbed to c. 294 million - far in excess of the 215 million that the Housing Infrastructure Fund grant is set to contribute. The amount of extra financing OCC would need will impact on the ability to deliver the issues identified in the LTCP and other areas where cuts are already being applied, such as bus services.</p><p>1.It would seem that official government guidance on Transport Appraisal (WebTag) has not been followed. There does not appear to have been a careful evaluation of all options, including non-road building options: <a href="https://www.gov.uk/government/publications/webtag-transport-appraisal-process-may-2018">https://www.gov.uk/government/publications/webtag-transport-appraisal-process-may-2018</a></p><p>2.This proposal is at odds with the principles behind your new Local Transport and Connectivity Plan (LTCP). When the emphasis needs to be on reducing traffic and making active transport the natural first choice, the plan to spend over 200M on a new road is a catastrophically bad idea. Similarly the 'Pathways to a Zero Carbon Oxford' report, which your council has welcomed and supported, highlights the need to "reduce our transport demand and complete more of our journeys by walking, cycling, public and shared transport".</p><p>3.The increased CO2 emissions and air pollution resulting from this will be a retrograde step in the work to create a clean and healthy county, while the inevitable detrimental impacts on biodiversity along the route and from a new road bridge over the Thames will also be huge.</p><p>4. This proposal is now over 6 years old. As such it predates the UN Paris climate agreement and UK commitments to deliver a zero carbon economy. Moving to net zero requires innovation and forward thinking rather than rigid adherence to an outdated proposal from a previous administration.</p><p>5.The claim that this road will reduce congestion is based on little more than wishful thinking. New</p></div>

roads generate traffic and traffic modelling already shows that the proposed new river crossing will be above capacity at peak hours. And that is before further crazy suggestions such as closing the old Sutton Bridge (Sutton Courtenay to Culham) bridge to traffic. It will merely move the blockages. And cause chaos at Golden Balls roundabout and queues through Nuneham Courtenay.

I urge you to withdraw this plan as it stands and carry out a full review of how to meet access and transport needs in south Oxfordshire that is compatible with your own climate and transport goals as set out in the LTCP and the Climate Action Framework.

Received

15/02/2022 15:05:34

Attachments

# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mrs Catherine Small
Address	
Type of Comment	Objection
Comments	<p>I am strongly opposed to the proposed route of the Clifton Hampden Bypass as set out in this planning application. My objections are based on environmental, health, and community considerations.</p> <p>1. Environmental:</p> <p>The proposed route of the Clifton Hampden Bypass would involve the irrevocable destruction of Green Belt fields and woodland in a county which has already seen the loss of a significant area of green land through the placement of new roads and housing. The wildlife that depends on these areas would never recover and the loss of woodland would contribute to the pollution problems which the County Council is supposed to be committed to reducing. The land was designated as Green Belt and Conservation Area for a reason - to protect it from proposals such as this - and sweeping aside such a designation merely because this proposal represents a cheap infrastructure option makes a mockery of the environmental conservation system in place.</p> <p>At a time of environmental crisis, when protecting green spaces in order to offset the volume of vehicular emissions and pollution in our county should be paramount, and when discouraging unnecessary road use should be at the forefront of politics, it is astonishing that the County Council considers it appropriate to sacrifice land which has been designated as Green Belt in order to make life easier for road users. Making the Oxfordshire road system quicker and easier for commuters will only encourage more people to travel for work, and fewer to find ways of working from home or using public transport. This will increase the volume of traffic on the roads and the levels of pollution in our county. It is inexcusable that Green Belt land, woodland and Conservation areas are being ripped up for this purpose. Oxfordshire County Council should be protecting what green spaces we have left and standing up for the environment by finding ways of improving the infrastructure which work in harmony with the Green Belt, not which destroy it. If the Council wishes to encourage the public to use public transport, why are funds instead being spent on making road-use easier, and the environment poorer?</p> <p>Health:</p> <p>The impact on residents of the houses and gardens located by the proposed bypass route would be devastating. The route passes astonishingly closely to residential gardens and, when so many alternative routes could be selected to lessen the impact on residents, there is no excuse for locating the road as proposed. Placing a bypass road directly behind residents' houses and gardens would create an unreasonable amount of noise, pollution and disturbance. A 50 mph road, with no weight restrictions, will inevitably lead to a huge increase in noise, smell and dust, all of which will impact negatively on the health and well being of affected residents. This is unacceptable.</p> <p>Should the bypass go ahead, it is essential that significant planting and bunding is put in place to protect neighbouring gardens from as much noise, smell and dust as possible.</p> <p>Community:</p> <p>Placing a bypass such that it merely reroutes traffic away from the village centre and onto the B4015 Oxford Road will not ease congestion for the community - it will merely move the congestion pinch point away from the centre of Clifton Hampden village and onto the approach to the Golden Balls roundabout, which is already severely congested on a daily basis. This will not ease congestion for the</p>



local community or commuters, but will merely move the congestion to a different location.

This application entirely fails to take account of the fact that the B4015 Oxford Road, the Golden Balls roundabout and the A4074 through Nuneham Courtenay, are wholly unequipped to deal with any increase in traffic. To create a surge of bypass traffic onto this small and already inadequate road would be highly irresponsible and will result in the traffic from the bypass backing up as it reaches an already highly congested hotspot every morning.

Whilst the traffic continues to flow through Clifton Hampden village, it is at least staggered by the multiple sets of traffic lights. To allow a free flow via the proposed Bypass will render the Golden Balls roundabout and the A4074 through Nuneham Courtenay horribly congested. This cannot constitute sound road planning and cannot be in the interests of the local community.

In addition, the loss of the fields through which the proposed Bypass would pass would be a terrible blow to local residents and visiting walkers. Many people (adults and children) use the footpaths over these quiet fields on a daily basis for exercise, dog walking and cycling, and for this reason this space is incredibly valuable for residents' physical and mental health. The footpaths in these fields offer some of the only local walks that don't run alongside polluted main roads - to introduce the noise, dust, pollution and danger of a Bypass to this environment would undeniably have a detrimental affect on the health of the residents of the village, and visiting walkers. At a time when accessible outside green spaces are essential for the public's mental and physical wellbeing, the Council should surely be protecting and promoting such facilities rather than destroying them.

For the above reasons, I strongly object to the application to build the Clifton Hampden Bypass and I hope that the Council will agree that the negative implications for the environment and the local community outweigh any small positives that the proposals offer.

Received

13/11/2021 10:04:37

Attachments

# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mrs Cathy Gaulter-Carter
Address	
Type of Comment	Objection
Comments	In the light of the climate emergency and the need to reduce motor traffic, I object to this application. OCC is trying to encourage active travel and this widening will serve to encourage more poeple to take their cars.
Received	28/02/2022 13:29:35
Attachments	

# Comment for planning application R3.0138/21

Application number

Name

Address

Type of Comment

Comments

Dear Councillors,

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 very close to the houses in Appleford village, particularly at Appleford Level Crossing. It will bring noise 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 also scar the landscape for the surrounding area.
2. The objective of the road is to support new housing development, yet it is designed as an arterial link between A34 to M40 which will bring large volumes of commercial traffic through the villages and existing developments along the route. Is this commercial traffic link still necessary and appropriate post-Brexit, Covid, COP26, etc.? Are the 3,500 houses planned in Culham Green Belt, and others still needed? What about the land it will cross between Appleford and SC that was agreed to be restored to agricultural land use by 2030?
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 incomplete 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. There is already a lot of noise from the rail and sidings; the combined effect of road noise, rail noise at the sidings and vibration from an enlarged bridge construction will further increase noise levels, making them unbearable.
5. The 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 SC.
6. Last but not least. 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 Councillors to reject it accordingly.

Sincerely,  
Daniela Danaila

Received

Attachments

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mrs Diana Mills</div>
Address	<div></div>
Type of Comment	<div>Comment</div>
Comments	<div><p>Dear Councillor Leffman,</p><p>I am writing on behalf of Oxford Friends of the Earth with regard to transport issues. This letter is being sent to you, all your cabinet colleagues, and some of our partner organisations.</p><p>We have broadly welcomed the proposals in the LTCP which we see as a major step forward from previous related documents.</p><p>However my main purpose in writing today is to raise the issue of the new road (HIF1) that you are proposing to build from the A34 at Milton through to the B4015 near Clifton Hampden linking to the A4074. Oxford FoE are firmly opposed to this proposal as are many other organisations. I have received no response to my previous letter on this.</p><p>I would urge you to recognise that this proposal needs a major rethink. I hope you will recognise that:</p><p>This proposal flies in the face of the principles behind your new LTCP. At a point when all the emphasis needs to be on reducing traffic and making active transport the natural first choice, the plan to spend over 200M on a new road is simply a catastrophically bad idea. Similarly the 'Pathways to a Zero Carbon Oxford' report, which your council has welcomed and supported, highlights the need to "reduce our transport demand and complete more of our journeys by walking, cycling, public and shared transport".</p><p>This proposal is now over 6 years old. As such it predates the UN Paris climate agreement and UK commitments to deliver a zero carbon economy. Moving to net zero requires innovation and forward thinking rather than rigid adherence to an outdated proposal from a previous administration.</p><p>The claim that this road will reduce congestion is based on little more than optimism. Repeated research over the past decades shows how new roads generate traffic.</p><p>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 biodiversity along the route and from a new road bridge over the Thames will also be a problem.</p><p>We can find no evidence that that this proposal has followed government guidance on Transport Appraisal or that there has been a full evaluation of all options including not building the road and public transport based solutions in line with this: <a href="https://www.gov.uk/government/publications/webtag-transport-appraisal-process-may-2018">https://www.gov.uk/government/publications/webtag-transport-appraisal-process-may-2018</a></p><p>The proposed route for this road matches the route that would have been most likely for the rejected Expressway south of Oxford which you opposed. It seems inevitable that increased traffic through to the A4074 will lead to pressure for a road in the future from the A4075/ B4015 junction up to the M40 - exactly the piecemeal 'Expressway by stealth' that many are concerned about.</p><p>The current documentation for HIF1 refers to the failed LTP4 Plan: while this may be current now, the road - if built - would be constructed during the period that the new LTCP covers. Transport planning</p></div>

should reflect the LTCP principles now.

The cost of this proposal and the linked land acquisitions - which we understand to be already climbing to 294 Million - is likely to require extra financing. This may well impact on your ability to raise finance for and deliver the issues that you have identified in the LTCP and also on current activities - where we are seeing bus service cuts already.

We appreciate that this proposal is linked to the Growth Deal and to delivery of District Local Plans. You will be aware that we and others believe that the Oxfordshire Growth Needs Assessment - that is one of the keystones of growth proposals - is fundamentally flawed which raises further questions about the value of this road. The idea that Local Plans - which are in any case regularly reviewed - should be used as a defence for this destructive proposal is itself indefensible.

Oxford Friends of the Earth recognises the need for some new and genuinely affordable housing in Oxfordshire. That housing will need access to facilities and services but construction of a major new road system like this will create all the problems we have set out above. The Oxfordshire 2050 draft offers different approaches - such the focus on development around transport hubs. This road may seem like an easy solution but easy solutions are often not the best.

We urge you to withdraw this plan as it stands and carry out a full review of how to meet access and transport needs in south Oxfordshire that is compatible with your own climate and transport goals as set out in the LTCP and the Climate Action Framework.

I would finally ask you to recognise that pursuing this line will damage your credibility when it comes to tackling the climate crisis. By doing this you inevitably also undermine the credibility and efforts of all the other organisations - public, private and voluntary - who are working on this issue. This is a problem we do not need. This will not be a legacy to be proud of - please do the right thing.

With my best wishes

Diana Mills

Received

31/01/2022 19:15:15

Attachments



# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Camilla Lambrick
Address	
Type of Comment	Objection
Comments	Spending 294 Million (the best recent estimate that we have found) on this scheme at a time when the new LTCP is focusing on reducing traffic and making active transport the natural first choice is a very bad idea. The 'Pathways to a Zero Carbon Oxford' report, which the county council has welcomed also highlights the need to "reduce our transport demand and complete more of our journeys by walking, cycling, public and shared transport".
Received	31/01/2022 15:24:47
Attachments	

# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mrs Caroline Baird
Address	
Type of Comment	Objection
Comments	<p>Damaging to local countryside Undue impact on local communities The new road is merely likely to increase traffic, especially if it becomes an unofficial rat run between the A34 and M40 (or even worse, an official rat run aka Expressway) Enormous cost, at least some of which will fall on local taxpayers. Not a good use of County Council money at a time when pressure on services and infrastructure is acute. An old-fashioned solution not in keeping with the need to focus all efforts on tackling our climate and biodiversity emergencies.</p>
Received	15/02/2022 15:05:34
Attachments	

# Comment for planning application R3.0138/21

Application number R3.0138/21

Name Dr Gary Small

Address

Type of Comment Objection

Comments

I wish to object to the application for the following reasons:

1.OCC has been unable to produce detailed data proving that it will alleviate traffic issues through Sutton Courtenay. My family have lived in Brook Street since the early 1950's and therefore I am knowledgeable about traffic particularly along the B4016. I dispute the fact that OCC believe traffic levels will be reduced.

2. I believe OCC have underestimated the cumulative impact of planned development, both residential and commercial, and infrastructure improvements on local communities. Planned developments include 1500 homes at Noble Park, 4500 homes at Valley park, 3500 at Culham and the entire redevelopment of Didcot A site. This represents a huge amount of development and associated traffic will not be accommodated by the proposed scheme. The scheme will provide acres of tarmac and numerous roundabouts but in effect are going nowhere. I am not surprised the residents of Nuneham Courtenay are concerned.

3.The proposal is in conflict with the 2021 Oxfordshire Local Transport and Connectivity Plan which is scheduled to be adopted in Spring 2022, before this application is considered. This hopes to deliver a zero carbon transport network throughout the county by 2040. The same time tackling inequality, protecting the environment and improving the health and well being of residents. The residents of Appleford particularly will suffer adversely with the proposed flyover at Appleford sidings. Similarly as a longstanding resident of Brook Street I seriously believe that traffic levels will increase and residents will suffer. I have been unable to find data in your 400 or so documents relating to B4016 from Drayton through Sutton Courtenay in your transport assessments. Modeling data is provided for The Triangle for traffic from High St but not Brook St/Drayton Rd. Over the years our road has become the unofficial South Abingdon Bypass with ever increasing traffic of all types. Although it is a narrow road with numerous bends it is used by vehicles up to the largest allowed on GB roads. It is a 'waste corridor' used by waste trucks carrying waste to and from the waste transfer site at Culham No. 1, waste vehicles from Drayton recycling centre and numerous other waste vehicles transporting waste from Chilton Transfer station to the south and Ewelme to the east. A telling example of this is South Abingdon waste which is collected on a Friday is transported through Sutton Courtenay. The HGV Test Centre at Culham No. 1 uses our road as a test route for all weights. The proposed scheme will do nothing to alleviate these problems along with increases in cars using the roundabout onto the new bridge road as a quicker route than the current. Residents of our village will suffer. Pedestrians and the users of the recently improved cycle route (NCR 5) from Abingdon To Milton PK/Didcot will suffer similarly. I can see no reason why employees at Milton Pk living to the north of the river will stop travelling through SC and use the new road instead.

It is therefore vital that the village follows Long Wittenham with a 20mph speed limit with traffic calming measures and a weight/ width limit. Your document, Connecting Oxfordshire, states that weight restrictions can be considered where there is a suitable alternative. The new scheme will be the alternative. I am aware that the Parish Council has raised these points and no response has been received. I assume the bus stops on the approach to the new bridge are intended for SC residents. I accept shelters and cycle racks are planned but cycling along an unlit narrow winding road with a national speed limit is not to be encouraged for safety reasons. Appropriate cycle/ pedestrian facilities must be provided.

Please address these issues when looking at this proposal. Residents in SC will suffer as traffic levels will increase as drivers will find that traffic will flow more freely through the village joining the new road bridge that the stop/ start/ creep that will occur on the A4130/ Science Bridge/ new Thames crossing on account of the numerous roundabouts which will become gridlocked. Please reconsider your proposals and provide a revision in line with the soon to be adopted Oxfordshire Local Transport and Connectivity Plan 2021.

Received

10/12/2021 17:51:35

Attachments

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mrs Julia Patrick</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>I object to the proposal on the following grounds: We must invest in clean transport rather than new roads. Many families are keen to cycle but find it too dangerous on rural roads in particular. New roads designed to 'relieve' traffic have repeatedly led to increased traffic in the area. This road is likely to take traffic off the A34 that is heading for the M40 There is no evidence that there has been a full evaluation of all options including not building the road.</p></div>
Received	<div>17/01/2022 15:39:07</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mr Noel Newson</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>This proposal is contrary to the Government's environmental policy which is enshrined in law. It conflicts with the targets set for air quality, pollution and biodiversity.</p><p>This proposal is not open or transparent on environmental protection. To suggest that a new road reduces congestion is risible. Past experience has shown that they increase traffic and impact the environment and villages in their wake.</p><p>The budget for this road has increased dramatically, will continue to do so as with all public projects and thus will impinge on the overall budget of OCC when they have to fund the shortfall.</p></div>
Received	<div>21/02/2022 17:09:22</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mr Robin Draper</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div>I am very wary and worried about all this. I know that this whole area is already unrecognisable. We have noise issues in my village of Sutton Courteney already because of development. Since the power station has gone and so many trees have been chopped down, the noise from traffic and factories carries across to Sutton Courteney. I am concerned about the noise impact of the flyover in Appleford and all the new roads. I feel so sorry for the people who live close by to where you want to put the flyover. They have been campaigning, but no one cares or listens. There are lots of quiet rural villages round here. We already have too much traffic, including commercial traffic. I can only see this getting worse and worse. Opening the floodgates for more housing and everything else which follows on. There is no consideration for the people who already live here and our way of life.</div>
Received	<div>11/12/2021 17:13:52</div>
Attachments	



# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mrs Kate Jones</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>I support efforts to improve traffic flows between Didcot and Abingdon/Oxford, and to reduce pressure on the A34. A new arterial road is badly needed.</p><p>My own village, Sutton Courtenay, suffers inordinate traffic problems on a daily basis, and can be at a standstill for hours if ever there are problems on the A34. I have not yet seen evidence that the proposed plans would reduce through traffic in Sutton Courtenay. On the contrary, the proposed junction of the B4016 and the new road risks making the B4016 into the de facto ring road for South Abingdon - bringing yet more traffic onto narrow residential roads in Sutton Courtenay and Drayton. As a minimum, traffic calming and weight restrictions should be in place to counter this risk. But more fundamentally, traffic management for the south side of Abingdon should be considered in tandem with the current plans, to prevent gridlock on local roads and on the A415.</p></div>
Received	<div>22/11/2021 10:02:13</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mrs Katharine Jefferies
Address	
Type of Comment	Objection
Comments	<p>I wish to object to the planning application (ref R3.01138/21) which should be rejected for the reasons listed below:</p> <ol style="list-style-type: none"><li>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.</li><li>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.</li><li>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.</li><li>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.</li><li>5. The application is not compliant with OCCs own plans and policies and breaches green belt.</li></ol> <p>I wish my objection to this application to be considered and urge the Councillors to reject it accordingly</p>
Received	09/12/2021 17:52:45
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mrs Caroline Baird</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>The proposed road is becoming increasingly expensive. Can OCC afford this?</p><p>Even if the road were built, more roads would be required immediately in order to solve new jams at the Golden Balls roundabout, Nuneham Courtenay, and traffic into Abingdon on the A415.</p><p>Road-building on this scale does not fit with the OCC's stated carbon zero policy.</p><p>This is an opportunity to explore more creative means of transport which could be sustainable and cheaper in the long run.</p></div>
Received	<div>15/02/2022 15:05:34</div>
Attachments	

# Comment for planning application R3.0138/21

Application number

Name

Address

Type of Comment

Comments

I am extremely concerned about the impact of the proposed new road and river crossing between Didcot and Culham.

The physical impact on Appleford and the surrounding villages will be huge; the noise and air pollution are of particular concern. The link between air pollution and poor health is now proven and is of particular concern with respect to children living in the surrounding communities and those attending the Europa school which is in close proximity to the proposed route. Our low lying position in the river valley will only exacerbate air quality issues. Noise levels are already significant with a constant hum of traffic and the periodic sound of the trains passing. This new road will make it even worse. The road will also be a big visual intrusion, especially if it is elevated to cross the railway sidings. The former quarry areas have been re-wilded and now provide a rich habitat for abundant wildlife, particularly around the wetlands to the north west of Appleford village. At a time when we face a climate and ecological emergency we should be doing everything we can to re-wild our landscape, protecting and preserving green spaces and wildlife habitats which are so essential. There is already an excellent transport link between Didcot and Culham with the railway. Why is more money not being invested in improving access to the stations on this line and the frequency of trains? We all desperately need to move away from reliance on our private vehicles and use more public transport. Appleford station could be a fantastic resource for neighbouring villages but seems vastly under-utilised in part because there is no safe pedestrian access between the platforms.

Building a new road will only encourage more traffic. Yes it might redirect some of the traffic that currently passes through Appleford but it will also encourage a great deal more traffic including HGVs that need to get between the A34 and the M40. HGVs will have a particularly devastating impact on air quality.

The proposed road will also have a significant impact on the community links between the nearby villages by essentially creating a physical barrier between Appleford and Sutton Courtenay.

I understand that there is a need for more housing and I appreciate that this necessitates improvements to infrastructure. But this infrastructure must be developed in a sustainable way. The proposed road would have a devastating impact on the local landscape and environment and would severely impact the quality of life for local residents. There must be another way.

Received

Attachments

# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Brenda Boardman
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>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 at least 218 million - money that should be invested in clean transport.</p>
Received	11/01/2022 22:26:19
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Dr Richard Harding</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>This proposal contradicts the principles behind your new LTCP. We need to be reducing traffic and making active transport the natural first choice, the plan to spend over 200M on a new road is unacceptable. Similarly the 'Pathways to a Zero Carbon Oxford' report, which your council has welcomed and supported, highlights the need to "reduce our transport demand and complete more of our journeys by walking, cycling, public and shared transport".</p><p>The increased CO2 emissions and air pollution resulting from this will impact on Climate Change and have a negative impact on work to create a clean and healthy county, while the inevitable impacts on biodiversity along the route and from a new road bridge over the Thames will also be a problem.</p></div>
Received	<div>31/01/2022 15:34:33</div>
Attachments	

# Comment for planning application R3.0138/21

Application number

Name

Address

Type of Comment

Comments

I realize that this proposal is linked to the Growth Deal and to delivery of Local Plans, particularly those of South Oxfordshire the Vale of White Horse District councils. However, as I understand it, the public were not consulted on the Growth Deal. I believe this plan will make it impossible to meet the target of annual reduction in transport carbon in both the above district council areas. Have the local flood plains been taken into account? All the new building in Didcot and Sutton Courtenay will mean there is far less open ground to act as a soak away. I agree that we need affordable housing but, so far, all the new housing has not reduced the housing costs in the area at all and my family members still cannot afford to buy a property.

Furthermore the new proposed route for the Didcot to Culham River Crossing was not included until after the public consultation. Why has the route been moved? The cost is very high but would be lower if the flyover were not constructed. Placing the crossing to the East of Appleford, where there are open fields would make it cheaper and the noise pollution would affect far fewer people

I understand that the projected costs of this proposal, and the linked land acquisitions, have already climbed to c. 294 million - far in excess of the 215 million that the Housing Infrastructure Fund grant is set to contribute. The amount of extra financing OCC would need will impact on the ability to deliver the issues identified in the LTCP and other areas where cuts are already being applied, such as bus services.

This proposal is at odds with the principles behind your new Local Transport and Connectivity Plan (LTCP). The emphasis should be on reducing traffic and making active transport the natural first choice. The 'Pathways to a Zero Carbon Oxford' report, which your council has welcomed and supported, highlights the need to "reduce our transport demand and complete more of our journeys by walking, cycling, public and shared transport". The inclusion in the plan to close Sutton Bridge to traffic will mean a large number of cars from Sutton Courtenay (where there is a plan for a development the size of a small town) driving much further to get into Abingdon either via the new road or via Drayton where the queues towards the double mini roundabouts at Spring Road are already enormous.

This proposal is now over 6 years old. As such it predates the UN Paris climate agreement and UK commitments to deliver a zero carbon economy. Moving to net zero requires innovation and forward thinking rather than rigid adherence to an outdated proposal from a previous administration. Surely this plan needs to be re-visited rather than blindly pushing forward with it.

I urge you to withdraw this plan as it stands and carry out a full review of how to meet access and transport needs in south Oxfordshire that is compatible with your own climate and transport goals as set out in the LTCP and the Climate Action Framework.

Received

Attachments



**Received Date**

15/02/2022 20:26:19

**Attachments**

# Comment for planning application R3.0138/21

Application number

Name

Address

Type of Comment

Comments

I am writing to voice some objects and concerns to the application R3.0138/21.

The majority of my objections are centred around the new roundabout (at Culham Science Park) leading to the new Clifton Hampden bypass (Landscape Masterplan Sheet 16 of 19 (ES Figure 8.72p)). Due to the short consultation period I feel unable to spent enough time to go through the rest of the scheme to establish my position on this.

My greatest concerns are over the elevation this roundabout. It appears it is going to sit at an elevated level, to match the level of the Existing A415. This will greatly impact on the privacy of my house and garden (Tobet, Station Road) especially as there is currently very little planting surrounding the roundabout and its foot path. The elevated roundabout will be a greater pollution problem than the existing road because of the changing speeds/gears of traffic at a roundabout compared to smoothly flowing traffic and the fact that pollutants will naturally fall to the lower level of surrounding land and homes.

Likewise noise from the increased traffic volume and the interrupted nature of vehicle movement will behave in much the same way as vehicle emissions and impact heavily on the properties at Culham Station.

Dropping the roundabout down to the level of the surrounding land and greatly increased planting/screening around it would go some way to mitigating these issues.

I also object to the way the proposed cycle track is to be constructed down the A415. The current proposal only does half a job and is therefore a wasted opportunity not to mention a waste of public funds.

In its current form it will not encourage anyone to get on a bike (which I, for one, would love to be able to do) to do the school run. Currently the route is a straight road that takes us from the end of Station Road to the Europa school. This is currently a heavily used cycle/footpath that is not fit for purpose because it is so well used. The new scheme is a missed opportunity because it terminates at the roundabout and feeds the, likely increased, bike and pedestrian traffic back onto the existing, inadequate track that continues on to Abingdon. I will have to navigate going north of the new A415 roundabout then be fed into a joint use single bike and pedestrian path the rest of the way to the school.

If there is to be any merit to a new cycle/pedestrian route, it must continue to at least the entrance to the Europa School or beyond to the end of Culham village creating a safe and useable route in both directions around the school (on the parts of the route most heavily used by shared traffic)

I object to the layout at the entrance to Culham Station as the location maps appear to take a 3 meter pedestrian/cycle path and a 2 lane road to the end of the entrance to Culham Station but make no provision on the rest of the approach to the station. This road is currently an unadopted single track road without a footpath. I cannot see it being safe to funnel a road and a large footpath and cycle lane into a singular track with no footpath.

I object to what would be my new route from my house to Berinsfeild, where there are a number of amenities, as it greatly increases the driving distance.

Finally, I would like to express my concerns about the schedule of works as I am concerned the timeframe of the works will cause considerable disruption to the access to our property, impacting our ability to get to (shift) work and to access school and local amenities.

Received

Attachments

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Dr Nicholas Richardson</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div>There has been very little public consultation regarding this. No satisfactory answers to the likelihood of increased traffic at the Appleford roundabout and the close proximity to houses in Appleford</div>
Received	<div>11/12/2021 12:49:43</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Dr Emma Plugge</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>It is important to invest in clean transport rather than new roads.</p><p>New roads designed to 'relieve' traffic have repeatedly led to increased traffic in the area. 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>There is no evidence that there has been a full evaluation of all options including not building the road.</p></div>
Received	<div>07/01/2022 17:48:16</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mrs Ruth Ward</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>This road was not included in the safeguarding maps of the local plan prior to the Examination in Public. It has been added since then and was therefore not included in the District Local Plan, so there has not been a fair chance for residents to view it.</p><p>I am appalled by the huge increase in the cost of this proposal, especially at a time when the cost of living is rising dramatically as a result of recent national difficulties. How can this target be met, other than by increasing tax for local residents who are already suffering from price rises.</p><p>The road will also impact negatively on the carbon zero target for this district.</p></div>
Received	<div>15/02/2022 16:06:55</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mr Jonathan Gray</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>This road was not included in the safeguarding maps of the local plan prior to the Examination in Public. It has been added since then and was therefore not included in the District Local Plan, so there has not been a fair chance for residents to view it.</p><p>I am appalled by the huge increase in the cost of this proposal, especially at a time when the cost of living is rising dramatically as a result of recent national difficulties. How can this target be met, other than by increasing tax for local residents who are already suffering from price rises.</p><p>The road will also impact negatively on the carbon zero target for this district.</p></div>
Received	<div>15/02/2022 16:04:31</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mrs Sarah Matthews</div>
Address	<div></div>
Type of Comment	<div>Comment</div>
Comments	<div><p>As RWE Generation UK's transport and highways consultant, we would like to confirm receipt of the planning application. We are reviewing the application and have a meeting arranged with OCC officers on 21st December. We will forward comments after this meeting (in the new year).</p><p>Thank you</p></div>
Received	<div>13/12/2021 11:42:55</div>
Attachments	



# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mrs Sophie Wilson
Address	
Type of Comment	Objection
Comments	<p>I recognise the need for some new and genuinely affordable housing in Oxfordshire, with associated infrastructure but construction of a major new road system like this will create many more significant problems for Oxfordshire than it hopes to solve. It will also make it impossible to meet the target of annual reduction in transport carbon in both the above district council areas. It will exacerbate both the local flooding issues and both the local and national climate emergencies.</p> <p>The new proposed route for the Didcot to Culham River Crossing has been undemocratic as it wasn't in Sodc's original safeguarding maps. It only appeared after the public examination and wasn't an option in the Didcot public occ exhibitions.</p> <p>I understand that 5 parish councils on the route are objecting, including Culham. I hope you will listen to them. .</p> <p>Please review this application - it is no longer in sinc with climate/ transport goals and most importantly the local population do not want it.</p>
Received	01/03/2022 12:41:18
Attachments	

# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Caroline Townsend
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 at least 218 million - money that should be invested in clean transport. It is a totally insane plan, one which will damage wildlife, people's lives and our planet. It must not go ahead. Please instead put the money towards improved and cheaper public transport. Thank you very much.</p>
Received	08/01/2022 21:31:06
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mrs Susan Neale</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div>NO, NO, NO NO NEW ROADS Oxfordshire is a rural county not an industrial outpost.  STOP</div>
Received	<div>27/01/2022 17:32:34</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mr Tom Green</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>The Climate emergency means that we must invest in clean transport rather than new roads. There is plenty of evidence that new roads designed to 'relieve' traffic have repeatedly led to increased traffic in the area.</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'. The inherent problems in the A34 should be tackled first.</p><p>There is no evidence that there has been a full evaluation of all options including not building the road. All too often decision making is too short term &amp; does not foresee problems which will arise from the decision.</p></div>
Received	<div>08/01/2022 14:00:12</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mrs Victoria Shepherd</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>Thank you for the time and efforts spent liaising with local communities to date. The Covid pandemic, and other factors have understandably challenged this.</p><p>I continue to be concerned at the seeming lack of consideration that local communities have been given in the plan, and the closeness of the road to the Southern end of Appleford village.</p><p>I also remain very keen to better understand the traffic, flooding and pollution modelling that has been done for the local area, and am fearful that everything I have seen to date will further increase and worsen these. Mitigation measures, whilst welcomed, and much appreciated, can only do so much. I really hope that the size, complexity and cost of this project will deliver, as I believe that I remain one of many residents not yet convinced.</p><p>I will try to work through the 470 documents uploaded to better understand the plans, and update my comments as I do so.</p></div>
Received	<div>25/11/2021 10:54:32</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mrs Yolande Nye</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>This is ridiculous in the light of over development, loss of vital habitats and the Climate Emergency.</p><p>We need more public transport, and cycle paths.</p><p>Encouraging a greener economy and zero carbon transport would be a far more positive use of public money.</p></div>
Received	<div>01/02/2022 10:53:23</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mrs Yolande Nye</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>This is ridiculous in the light of over development, loss of vital habitats and the Climate Emergency.</p><p>We need more public transport, and cycle paths.</p><p>Encouraging a greener economy and zero carbon transport would be a far more positive use of public money.</p></div>
Received	<div>01/02/2022 10:53:26</div>
Attachments	



# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mrs Yolande Nye</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>This is ridiculous in the light of over development, loss of vital habitats and the Climate Emergency.</p><p>We need more public transport, and cycle paths.</p><p>Encouraging a greener economy and zero carbon transport would be a far more positive use of public money.</p></div>
Received	<div>01/02/2022 10:53:21</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mrs Yolande Nye</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>This proposal flies in the face of the principles behind the proposed new County LTCP transport plan which emphasises the need to reduce traffic and support public and active transport. Spending over 200M on a new road is simply a catastrophically bad idea. That money should go into improving public transport, cycling and walking.</p><p>This plan was first developed over six 6 years ago and predates the UN Paris climate agreement and UK commitments to deliver a zero carbon economy.</p><p>There is no evidence that this road will reduce congestion. Repeated research over the past decades shows how new roads generate new traffic.</p><p>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 biodiversity along the route and from a new road bridge over the Thames will also be a problem.</p></div>
Received	<div>01/02/2022 10:53:21</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Ms Elaine Kazimierczuk
Address	
Type of Comment	Comment
Comments	<p>More roads inevitably means more cars. We must invest in clean green transport and upgrade existing roads. Decarbonising all aspects of human activity is vital and since transport is the single biggest contributor to the UK's emissions this is an obvious place to start. It is deplorable that as a sector no significant reductions from the 1990 baseline have been achieved. In order to meet national targets it is essential we reduce emissions by two-thirds over the next ten years.</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>Once we have the road, we can fill in the bit in between with housing - all on greenfield sites. The road proposal is linked to the 'Oxfordshire Growth Deal' and to major new housing developments for which Growth Deal figures for housing need have been disputed.</p> <p>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. Public transport should always be the first option.</p> <p>This road will cost 294 Million - this needs to be invested in clean transport for the future.</p>
Received	07/03/2022 10:23:14
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mr David Holt</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div>More roads leads to more traffic. More traffic means more pollution, more CO2 We are in a climate crisis. Any expenditure on road infrastructure is simply wrong. You can dress it up however you like, but it is fundamentally unjustifiable to perpetuate the existing means of moving people and goods around the country.</div>
Received	<div>01/02/2022 09:11:48</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mrs Susan Neale
Address	
Type of Comment	Objection
Comments	<p>We must invest in clean transport rather than new roads. We need to decarbonise our transport system.</p> <p>New roads designed to 'relieve' traffic have repeatedly led to increased traffic in the area. 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.</p> <p>The proposal has not followed government guidance on 'Transport Appraisal'.</p> <p>This road will cost at least 218 Million - money that should be invested in clean transport.</p>
Received	27/01/2022 17:32:34
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Ms Jane Roberts</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div><p>This proposal flies in the face of the principles behind your new LTCP. At a point when all the emphasis needs to be on reducing traffic and making active transport the natural first choice, the plan to spend over 200M on a new road is simply a catastrophically bad idea. Similarly the 'Pathways to a Zero Carbon Oxford' report, which your council has welcomed and supported, highlights the need to "reduce our transport demand and complete more of our journeys by walking, cycling, public and shared transport".</p><p>This proposal is now over 6 years old. As such it predates the UN Paris climate agreement and UK commitments to deliver a zero carbon economy. Moving to net zero requires innovation and forward thinking rather than rigid adherence to an outdated proposal from a previous administration.</p><p>The claim that this road will reduce congestion is based on little more than optimism. Repeated research over the past decades shows how new roads generate traffic.</p><p>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 biodiversity along the route and from a new road bridge over the Thames will also be a problem.</p></div>
Received	<div>02/02/2022 21:12:16</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Mark Stevenson
Address	
Type of Comment	Objection
Comments	<p>I object to this road building scheme on the grounds that we urgently need to reduce car use, and replace it with public transport and active travel.</p> <p>This scheme goes against the council's LTCP which is currently under consultation, and which states that pedestrians and cyclists should be prioritised over vehicles.</p> <p>The more money we spend on road building, the less there is to create the infrastructure needed for zero carbon transport. The council should be focussing on green transport, not on encouraging yet more use of petrol and diesel vehicles. And even if - ultimately - these new roads are for use by electric vehicles; we still need to concentrate on shared transport (ie. buses, trains and trams) rather than vehicles for individuals, which are horribly expensive in terms of the natural resources they consume. This plan will encourage more car use. Money set aside for this should instead be used to make Oxfordshire journeys by zero-carbon public transport more reliable, frequent, and wide-ranging.</p>
Received	01/02/2022 21:29:35
Attachments	

# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Ms JANE ROGERS
Address	
Type of Comment	Objection
Comments	I object to the building of a new road at this (and indeed any) location for the following reasons: we are facing a climate emergency and we need to cut down on emissions from road vehicles; the cost of the road is high, and this money would be better spent on green energy solutions; new roads never reduce the amount of traffic, they increase it. OCC has declared a climate emergency and should be spending money on supporting sustainable transport, eg. bikes and carbon neutral buses, rather than new roads for the drivers of cars and lorries.
Received	12/01/2022 09:58:48
Attachments	



# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Ms Kerensa Sheen
Address	
Type of Comment	Objection
Comments	I am writing to object on the grounds that not enough work has been to satisfy all the questions and concerns raised by the councils and people affected by the proposals in question. Whilst some of the proposals have merit, they have also triggered concerns raised by many which have not been resolved. Until all the valid concerns have been dealt with satisfactorily then this proposal should not go ahead. Speaking personally, I am very concerned by the traffic impact on Sutton Courtenay. We have already been significantly impacted by the rapid growth of housing developments in and around the village. These proposals will have a massive impact on Sutton Courtenay and surrounding villages and I cannot see the positive benefits outweighing all the negative ones associated with a significant increase in traffic in the village caused by people using SC as a rat run to get to the new roads being proposed. The impacts will so widespread and long lasting that until the concerns raised by the councils have been addressed, this proposal should not go ahead.
Received	11/12/2021 13:22:14
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Ms Kerensa Sheen</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div>I am writing to object on the grounds that not enough work has been to satisfy all the questions and concerns raised by the councils and people affected by the proposals in question. Whilst some of the proposals have merit, they have also triggered concerns raised by many which have not been resolved. Until all the valid concerns have been dealt with satisfactorily then this proposal should not go ahead. Speaking personally, I am very concerned by the traffic impact on Sutton Courtenay. We have already been significantly impacted by the rapid growth of housing developments in and around the village. These proposals will have a massive impact on Sutton Courtenay and surrounding villages and I cannot see the positive benefits outweighing all the negative ones associated with a significant increase in traffic in the village caused by people using SC as a rat run to get to the new roads being proposed. The impacts will so widespread and long lasting that until the concerns raised by the councils have been addressed, this proposal should not go ahead.</div>
Received	<div>11/12/2021 13:22:16</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Dr Nicholas Richardson</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div>I am writing to object on the grounds that not enough work has been to satisfy all the questions and concerns raised by the councils and people affected by the proposals in question. Whilst some of the proposals have merit, they have also triggered concerns raised by many which have not been resolved. Until all the valid concerns have been dealt with satisfactorily then this proposal should not go ahead. Speaking personally, I am very concerned by the traffic impact on Sutton Courtenay. We have already been significantly impacted by the rapid growth of housing developments in and around the village. These proposals will have a massive impact on Sutton Courtenay and surrounding villages and I cannot see the positive benefits outweighing all the negative ones associated with a significant increase in traffic in the village caused by people using SC as a rat run to get to the new roads being proposed. The impacts will so widespread and long lasting that until the concerns raised by the councils have been addressed, this proposal should not go ahead.</div>
Received	<div>11/12/2021 12:49:43</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Ms Lady Sheelin De Freyne</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div>I feel this is far too complex decision to be made as an individual. I think the combined PC's represented here all have sound arguments and should be taken into serious consideration. Sheelin De Freyne</div>
Received	<div>11/12/2021 12:46:56</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Ms Laura Collins
Address	
Type of Comment	Objection
Comments	<p>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. It as outdated post UN Paris climate agreement and more particularly at odds with the new County LTCP transport plan which emphasises the need for better public and active transport, not more cars on more roads.</p> <p>The inevitable impacts on biodiversity along the route and form a new road bridge over the Thames will also be a problem.</p>
Received	03/02/2022 15:46:14
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Mr Noel Newson</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div>I am objecting to these plans as the funds for this road would be much better spent on supporting clean transport and encouraging use of public transport to reduce traffic. There appears to be no evidence that there has been a full evaluation of all options including not building the road and recognition of the opportunity costs of this work rather than work to reduce the carbon footprint of traffic in Oxfordshire.</div>
Received	<div>19/01/2022 15:26:53</div>
Attachments	

# Comment for planning application R3.0138/21

Application number

Name

Address

Type of Comment

Comments

This road will generate more traffic and merely shift congestion from one site to another. It will increase carbon emissions at a time when we must be cutting them rapidly. It will slice through our countryside and involve a major new bridge over the Thames.

How can you build a new road when the County Council is supposedly consulting on its 'zero carbon' transport plan (which I support and have had my say on through the consultation process) with a strong target to cut car journeys. If they approve this road that plan will lose all credibility. The urgent action required on climate change will be set right back. The plans show that the construction of the new road will generate 154,000 tonnes of CO2 (that's before any car journeys are made). To put that into perspective all of the County Council's own activities generate just 13,000 tonnes annually.

It also seems likely that the County Council will need to borrow 40M or more to pay towards the costs of this road. Costs have already soared from 218 million to 294 million. Oxfordshire taxpayers will be footing the bill for years to come.

This will impact on all villages along its route. Five local parish councils are paying for expert advice to help them oppose the plan. If people in the area do not want it, why is it being built?! Other objectors include BBOWT, our county Wildlife Trust.

Has this proposal followed the 2018 government guidance on Transport Appraisal for new roads?

Received

Attachments

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Dr Camilla Lambrick</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div>It is an old plan. The world has moved on. The targets for net zero are ignored by this plan - we need not endless road building but really creative ideas about reducing road traffic. The large sums of money to be spend on this road should go towards rail and bus transport.</div>
Received	<div>31/01/2022 15:24:47</div>
Attachments	



# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Dr Sue Roberts</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div>This costly scheme is utterly wrong when the new LTCP is focusing on reducing traffic and making active transport the natural first choice. The 'Pathways to a Zero Carbon Oxford' report, which the county council has welcomed also highlights the need to "reduce our transport demand and complete more of our journeys by walking, cycling, public and shared transport".</div>
Received	<div>31/01/2022 14:51:51</div>
Attachments	

# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Ms Thalia Carr
Address	
Type of Comment	Objection
Comments	<p>I am very concerned about and object to the current proposal to increase and widen roads. There is long standing evidence that where road capacity increases, traffic also increases but at a greater rate, so not long term gain is made.</p> <p><a href="https://stopcityairportmasterplan.tumblr.com/post/19513243412/induced-traffic-again-and-again-and-again">https://stopcityairportmasterplan.tumblr.com/post/19513243412/induced-traffic-again-and-again-and-again</a></p> <p>In view of the climate emergency and the poor air quality in our region, it does not make sense for the county council to be countenancing new road building.</p> <p>Have you explored how radically improved and promoted public transport could alleviate congestion? - Buses or even mini buses or shared cars can quickly reduce traffic volume.</p> <p>I understand that this is in part due to the planned Oxford growth strategy (which is still out to consultation). We are not in a position to put further strain on our natural resources in the area. Our green spaces are needed for carbon capture, for flood alleviation, for biodiversity. Our rivers are already polluted by overflows from a sewage system apparently unable to cope with current levels of sewage. Whilst this road building is not Oxford Growth Strategy in name, it appears to be designed to support a strategy which itself is not in line with Oxford City and County's declared desire to declare a Climate Emergency, to transition to Net Zero carbon emissions and to have the best interests of their residents in mind.</p>
Received	23/01/2022 12:10:56
Attachments	

# Comment for planning application R3.0138/21

Application number	<div>R3.0138/21</div>
Name	<div>Dr Sue Roberts</div>
Address	<div></div>
Type of Comment	<div>Objection</div>
Comments	<div>I strongly object to this proposal, which aims to build a new road from the A34 at Milton to the B4015, linking to the A4074. This proposal is clearly outdated, as it contradicts the goals set out in the LTCP and the consensus view - nationally and internationally - that we must put all efforts and resources into reducing traffic and encouraging active transport. There is a lot of research showing that building new roads increases traffic, rather than relieving congestion. New roads encourage more cars. Please reconsider this proposal, doing a review of the best ways to meet the transport needs of our region which are in line with climate and transport aims.</div>
Received	<div>31/01/2022 14:51:51</div>
Attachments	

## Periam, David - Oxfordshire County Council

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**From:** S.Forward [REDACTED]  
**Sent:** 20 November 2021 15:55  
**To:** Catcheside, Emily - Communities  
**Subject:** R3.0138/21

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<https://myeplanning2.oxfordshire.gov.uk/Planning/Comment/R3.0138/21/>

Mrs  
Susan  
Forward  
[REDACTED]

Receive replies by email: yes

objection

I am objecting to this proposal on the grounds of lack of proper consultation with those affected by the scheme.

The route over the railway sidings has been thoroughly objected to by residents of Appleford on many grounds, not least the effect that the tunnel/flyover on top of the sidings there will channel a great deal of noise from the sidings directly at the village, very much increasing its volume and nuisance pollution.

The case for taking the route over the sidings and not via an alternate route that avoids the sidings has not been made adequately and our objections and calls for more accurate and full information seem to have been ignored.

It would appear that the decision to take the route that is most objectionable to residents living very close by has already been taken, "on cost grounds", but proof of that being the case is markedly absent.

Consultation with the local community most affected by the development has been so incomplete and unsatisfactory as to lead Appleford residents to believe they are not being fully informed or supplied with the means to act in time within the consultation period. It makes many of us feel we have been fed only scraps of information and strung along until the consultation period runs out without our arguments being properly heard.

The pandemic has obviously delayed and affected many processes in this situation and we are aware that time limits from the government do exist - however, this should be taken into account and allowed for with an extension of the consultation or the completion deadline so that proper practice can be seen to have been followed and residents who will have to live with the effects of this road to feel they could make their voices heard.

Sent from my iPad

## 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

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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

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**From:** Adrian Wear [REDACTED]  
**Sent:** 10 December 2021 10:45  
**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.

### **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:

#### **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  
Adrian Wear

# 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="Dr Caroline Baird"/>
Address	<input type="text"/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<p>I would like to register my vehement objection to HIF1 / R3.0138/21 on multiple grounds: financial risk; traffic congestion; destruction of countryside; climate.</p> <p>It is abundantly clear, even before rising costs of borrowing are taken into consideration, that this huge and highly controversial project is an enormous financial risk for the County Council and Oxfordshire as a whole. Construction costs are rising and without doubt costs will exceed even the revised projection.</p> <p>It is established fact that new roads increase traffic through induced demand. Modelling shows the very time limited possible relief for Didcot as the bottlenecks are simply shifted to Culham and Golden Balls Roundabout. (And this is before any ridiculous notion of closing Sutton Bridge to traffic and making locals take longer, petrol guzzling, emission creating, time consuming routes for short journeys from Culham-Sutton Courtenay/Drayton etc.)</p> <p>The huge bridges, viaduct and exit roads will destroy our precious countryside and the tranquility of the Thames Path national trail and will undoubtedly bring more development in its wake.</p> <p>And it is impossible to rationalise this huge project c given the climate emergency and the district and county council's aims to cut carbon emissions.</p> <p>The five parishes affected by this planning application have spent time and considerable money preparing reports and raising very real concerns about the flaws in this massive infrastructure gamble. STOP NOW BEFORE IT IS TOO LATE. DO YOU REALLY WANT THIS FINANCIAL AND ENVIRONMENTAL DISASTER ON YOUR CONSCIENCE?</p>
Received	<input type="text" value="11/12/2022 14:59:18"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Christine Collin
Address	
Type of Comment	Objection
Comments	<p>I object to the HIF1 road scheme.</p> <p>COST I understand that around 290 millions is set aside for the build but it will still require substantial additional funding that will have to be borrowed by the Council. This is a massive spend and is completely at odds with with OCC aims to promote healthy and active travel, reduce car use and build infrastructure that aligns with these aims, namely better public transport and safer provision of connecting pathways for walkers and those on bicycles, scooters, wheelchairs. If the Council has funds it should be prioritised towards these aims.</p> <p>IMPACT ON TRAFFIC FLOWS OF A DUAL CARRIAGEWAY LINKING MILTON TO GOLDEN BALLS ~ A34 to A4074</p> <p>In addition to destroying a substantial chunk of peaceful and beautiful countryside, this will draw in massive quantities of traffic including HGVs and car transporters, providing an additional link via either the ring road or minor roads to the M40 SE of Oxford. New roads always increase traffic, especially in prosperous areas like south Oxfordshire.</p> <p>EFFECT on CARBON REDUCTION GOALS</p> <p>OCC is committed to reducing its carbon footprint. I cannot believe that constructing this road will do anything other than increase the carbon footprint. The calculations are often too narrowly focussed, and I think are similar to the use and abuse of statistics. Carbon counting should include all the losses associated with destroying a chunk of countryside, trees, vegetation; a proportion at least of the materials required to construct and run the heavy machinery, all the materials required in the construction of the road from foundation upwards, and the carbon costs of the increased traffic volume. There will also be additional pollution during construction and thereafter, and the diversions of traffic during its construction also have a cost.</p> <p>IMPACT OF HIF1 ON THE ENVIRONMENT</p> <p>South Oxfordshire is a beautiful part of the green belt, currently attracting a variety of leisure pursuits, and providing extremely attractive and desirable villages. This dual carriageway will have a hugely negative effect on this rural area. The bridges will be especially disruptive, dominant and disturbing features, always extremely noisy and will urbanise the local countryside. Biodiversity will be reduced, pollution will be worse.</p> <p>OCC has continuously said it supports HEALTHY AND ACTIVE TRAVEL initiatives, and it wants to REDUCE THE CARBON FOOTPRINT, and it wants to REDUCE POISONOUS EMISSIONS, but this proposal flies in the face of these goals. This proposal is based on past thinking, and continues to place the car, HGVs at the heart of our economy. This has to stop. New thinking and alternative approaches are required that do not ruin what little countryside is left.</p> <p>A fraction of the cost of this road could provide connecting community pathways from the surrounding villages to Oxford, making cycling and walking safer, making the local population fitter and more active.</p>
Received	19/01/2023 23:58:38
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Dr Harry Rutter"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<p>I wish to raise extremely strong objection to the HIF1 road scheme, application: R3.0138/21, which contravenes both national and county level policy.</p> <p>This scheme is contrary to Oxfordshire's Local Transport and Connectivity Plan objectives to reduce car trips and deliver a net-zero transport network , and to greenbelt policy. It will commit the County Council to breaching existing statutory carbon reduction targets, and is unviable on both sustainability and economic grounds.</p> <p>Given the extensive robust evidence on induced demand, as a result of which it is a certainty that the scheme would drive substantial and harmful growth in traffic, it is astonishing that this proposal ever got onto the drawing board, let alone off it. There can be no justification for a scheme that embeds carbon-intensive behaviour even at existing levels, let alone increased levels as a result of induced demand, over decades.</p> <p>Unless and until the entire electricity grid has been fully decarbonised, with adequate capacity for the vastly increased demand that will arise from electrification of the entire economy, even a wholesale switch to electric vehicles would fail to render this scheme sustainable on emissions grounds.</p> <p>It is also important to note that in addition to the climate emergency we have a crisis in terms of air quality which electric vehicles will do little to assuage, given the high levels of particulates they generate from tyres and brakes. Vehicles also generate wide environmental harms from their manufacture, and from the wholesale takeover of public space for storing vehicles on roads while they are parked.</p> <p>This scheme is without merit, and will cause major health and environmental harm. If Oxfordshire County Council is even remotely serious about responding to the climate emergency, or promoting the health of the local population, it will abandon these proposals and instead pursue healthy and sustainable responses to the transport challenges we face.</p> <p>If OCC insists on promoting this scheme it needs robustly to demonstrate that the scheme will not cause the harms outlined in this response, and will instead create environmental and health benefits.</p> <p>Yours faithfully</p> <p>Prof Harry Rutter</p>
Received	<input type="text" value="20/01/2023 16:33:59"/>
Attachments	

# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Dr Julia Rowe"/>
Address	<div><div></div><div></div></div>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div><p>Will cause vehicle pollution, widespread noise pollution, destruction of countryside, destruction of wildlife habitat, contribute to climate warming.</p><p>No local demand for road. Against council climate emergency policy as encourages more vehicles in county.</p></div>
Received	<input type="text" value="06/06/2022 22:51:45"/>
Attachments	

# Comment for planning application R3.0138/21

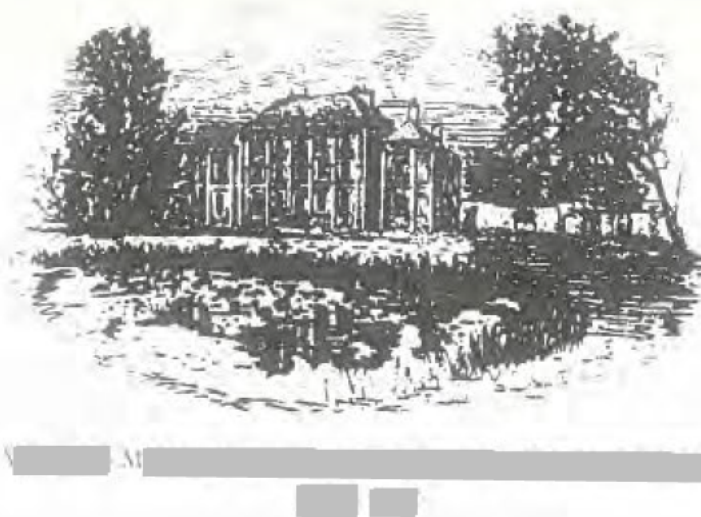
Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Dr Katharine Robinson"/>
Address	<input type="text" value=""/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<input type="text" value="More roads = more traffic. New roads = harmful CO2 emissions in construction and loss of land and biodiversity harms. All of these are in direct opposition to net zero ambitions. Put this plan on ice for now, and maybe forever."/>
Received	<input type="text" value="29/06/2022 08:38:48"/>
Attachments	



# Comment for planning application R3.0138/21

Application number	<input type="text" value="R3.0138/21"/>
Name	<input type="text" value="Dr Patricia Nuttall"/>
Address	<input type="text"/>
Type of Comment	<input type="text" value="Comment"/>
Comments	<div>Having experienced the growing traffic congestion in south Oxfordshire during our 40-odd years' residency, I welcome plans to address the transport shortcomings. Locally, transport relies on bridges over the River Thames built 200+ years ago which are clearly not designed for the current type and volume of traffic. Sadly, Application R3.0138/21 does not present a convincing plan to address the congestion in an environmentally appropriate and cost-effective manner. My main concerns are: 1) Congestion. It is difficult to envisage how the proposal will ease congestion locally. Perhaps that is not the aim of the plan as traffic will flow from the A34 and be deposited on the outskirts of Nuneham Courtenay from where it will either pass directly through the village of Nuneham Courtenay or along a narrow, twisty road (unsuitable for HGVs) to Stadhampton. Has there been an assessment of the impact of this re-dispersal of traffic to Nuneham Courtenay, Stadhampton, and beyond? My journey to attend a meeting in Oxford at 6 pm will still probably take 2 hours to travel 10 miles by car (probably longer by bus as there are so few options for our village). 2) Cost. There have been many points raised by expert organisations and individuals that have required modifications to the original planning application. Do the costings and time-line take into account these revisions and also the changed economic environment? It seems highly likely that costs will over-run substantially; the timeline looks unrealistic. 3) Better future. Visually, the plan looks like a blot on the landscape; it certainly does not give the impression of enhancing the environment, as it should. Cost is no doubt a limiting factor. The challenge is to attract funding and one way to leverage greater investment in South Oxfordshire is to create an exciting vision of the future. For example, there are plans to build 3,500 new homes on farmland adjoining the Culham Science Centre. The plans for this housing development are uninspiring and unpopular locally. Personally, I think it makes sense to develop the site but the plans should take advantage of the location and the expertise (and revenue generating capacity) of the University of Oxford. Create a Culham Science Village that is futuristic and carbon negative, which enhances the environment (including biodiversity); a showcase where people clamour to live. Such an inspiring approach should go hand-in-hand with an holistic approach to transport infrastructure rather than the piecemeal, reactive approach presented in the Application.</div>
Received	<input type="text" value="16/12/2022 12:39:12"/>
Attachments	





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

10 March 2023

Dear Sir/Madam

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

As owner of two fields bordering the proposed road scheme, I object most strongly on planning grounds as set out by Mr Charlie Hopkins, Planning and Environmental Consultant, which I have read and studied and thoroughly agree with.

I would particularly like to quote and indeed include with this letter of mine, his point 7 to which it seems you have neither made or attempted to make an answer but have simply accepted Aecom's totally flawed assessments. I would further like to object on the grounds that Aecom submitted a 10,000 page planning application which I seriously wonder whether either your department or indeed members of OCC have actually studied line by line. It is simply an attempt to overwhelm all objections with a surfeit of paperwork and paragraphs, with dubious proposals, doubtful assertions and a desperate desire on Aecom's account to make yet more money without even stating how much they will already have been paid – a matter which it is surely in the public interest to know and which I would like you to send me a letter informing me of.

Yours faithfully

A Mockler

Included – part of Mr Hopkins' document to remind you of what exactly this section of his objections were.

**From:** [Khan2, Tahira - Oxfordshire County Council](#) on behalf of [DM Planning](#)  
**To:** [Catcheside, Emily - Oxfordshire County Council](#)  
**Subject:** FW: Objection to HIF1: planning application R3.0138/21  
**Date:** 11 April 2023 19:03:09

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Please read below.

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**From:** Akrivi Ventouras [REDACTED]  
**Sent:** 11 April 2023 12:23  
**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. The current scheme promoted by Oxfordshire County Council would cost at least £300 million. Much of the funding would come from Government but the County will need to borrow at least £30 million, 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. At a cost of £33 million per mile [£56,000 per foot] HIF1 is unaffordable!
2. It will increase congestion. The Council claims the HIF1 road will ease traffic, but 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.
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.

There are better ways to meet our transport needs in the 21st century. HIF1 is a 20th century solution that would stop us getting the transport network we deserve and need. The money should be spent on improved public transport and active travel infrastructure to better connect our towns and villages. This coupled with more frequent and extensive bus and rail services would provide people with real choice and alternatives to the car. New development also needs to be built in the right places and with local services so that people don't have to drive long distances to access doctor surgeries or local shops. In short, we need to be building new communities with public transport alternatives not just car-based housing estates. I am also concerned that less damaging and less costly alternatives have not been properly explored.

Yours sincerely,  
Akrivi Ventouras

[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]

|

**From:** [REDACTED]  
**To:** [Catcheside, Emily - Oxfordshire County Council](#)  
**Subject:** Objection to HIF1 road (Ref – R3.0138/21)  
**Date:** 09 December 2022 09:29:51

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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 Council,

I would like to object please to the HIF1 road plan (Ref – R3.0138/21) on the grounds that it is It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage and that all affected councils have declared climate emergencies and set carbon reduction targets, which these road is clearly not compatible with. It also seems to help cars more than public transport.

Cheers,

Ben Kenward  
[REDACTED]

--

Dr Ben Kenward, Senior Lecturer in Psychology,  
Centre for Psychological Research, Oxford Brookes University, UK  
<http://www.benkenward.com> Office hours: <http://bit.ly/bkhours>

**From:** [Planning - E&E](#)  
**To:** [Catcheside, Emily - Oxfordshire County Council](#)  
**Subject:** FW: Objection to HIF1: planning application R3.0138/21  
**Date:** 10 January 2023 08:16:00

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**From:** cathyallen65@outlook.com [REDACTED]  
**Sent:** 09 January 2023 17:08  
**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,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Planning - E&E](#)  
**To:** [Catcheside, Emily - Oxfordshire County Council](#)  
**Subject:** FW: HIF 1 R3 0138/21  
**Date:** 28 December 2022 08:10:23

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Hi Emily,

I hope you had a good Christmas. Please see the comment below on the HIF 1 application.

Thanks,

David

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**From:** Robert Leonard [REDACTED]  
**Sent:** 22 December 2022 13:09  
**To:** Planning - E&E <[planning@Oxfordshire.gov.uk](mailto:planning@Oxfordshire.gov.uk)>  
**Subject:** HIF 1 R3 0138/21

You don't often get email from [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 Sirs,

Please note that I continue to object to the inclusion of a roundabout just outside Sutton Courtenay. It is abundantly clear that officers continue to ignore the fact that there is no evidence of the amount of traffic coming from/to the West of this village and that this significant lacuna invalidates any assumptions as to the effect of adding this roundabout. No attention is given to induced demand, a well known phenomenon but particularly apposite in this case as there is likely to be a substantial cohort of traffic that currently avoids this route because of the delays over the bridge - traffic which, given a link to the new road via the roundabout, will foreseeably choose the route through this village as a convenient method of access to/from East Oxford. The quantity of rats in the run will increase.

All that traffic officers can offer on this is that the traffic along the High St is likely to be alleviated by drivers having easier means of access to the new road without coming through SC. I do not say that this is wrong but the volume of such traffic is significantly lower than that which comes past our house, which lies by the Triangle where Brook St becomes Church St.

This is a real mischief which the new roundabout will work.

My objections are as strong as ever, not least because this point was raised by the joint parishes a couple of months ago and the council has just ignored it.

Yours faithfully,  
CRW Leonard

[REDACTED]

9<sup>th</sup> December 2021

Dear Emily Catcheside,

OCC ref. R3. 0138/21

I wish to object to this Oxfordshire County Council planning application.

I object on two main grounds. Generally, the need for a scheme of connecting arterial roads, of which this road is one, has not been publicly justified. Secondly, in my local area, it is proposed to bring the road right up to the south-west corner of Appleton village where it would be carried over the railway sidings by an 8-metre-high flyover. The resulting pollution from heavy volumes of traffic travelling at height would have a strongly adverse effect on the well-being of residents and pose serious threats to the health of the families, especially the children, whose houses were closest, very few metres away. Both the concept of the connecting sequence of roads and these details of its construction are a choice made by planners, not a necessity.

The originally declared purpose of the Didcot to Culham River Crossing was to serve traffic generated by the northward expansion of Didcot. This was the thrust of the consultation papers issued by the Council in Spring 2020. The text said nothing of the road's potential to attract heavy volumes of commercial and non-local traffic, preferring to give extensive coverage to the peripheral arrangements for cycling and walking alongside it and supporting this with artists' impressions that depicted as many cyclists and pedestrians as motorists, with virtually no commercial vehicles at all. No case was made to promote a road serving more than specific local purposes.

The consultation papers, as a brief summary, should have identified major issues, not dwell on minor ones. A brief three-line paragraph headed "How will this affect Appleton?" made no mention of the flyover or its height and closeness to houses. It was, significantly, the one bridge for which no artist's impression was provided. Yet its impact on the village would be enormous. It appears that this was not considered and has not subsequently been re-examined, which is totally unacceptable.

Yours sincerely,

**From:** [Planning - E&E](#)  
**To:** [Catcheside, Emily - Oxfordshire County Council](#)  
**Subject:** FW: Objection to the proposed bridge at Culham  
**Date:** 28 December 2022 08:11:09

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Hi Emily,

Please see the objection to the HIF 1 application below.

Thanks,

David

---

**From:** David von Emlah >  
**Sent:** 22 December 2022 13:57  
**To:** Planning - E&E <planning@Oxfordshire.gov.uk>  
**Subject:** Objection to the proposed bridge at Culham

You don't often get email from

**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 - This is my response to Regulation 25 of the HIF1 consultation

I have made numerous objections to this bridge before, but let me try this.

On a Friday evening if you were driving up the A34 towards the M40 and your sat nav showed 5-10 miles of standing traffic leading up to the A34/M40 junction at Bicester (the USUAL situation on Fridays) what would you do?

A) Stay on the A34 and queue for 30-60 minutes

B) Use the new road to Didcot and the new bridge and then cut through Stadhampton and Great Milton to join the M40 at junction 7 - potentially saving about 30 minutes.

I think it relatively obvious that most people AND trucks will divert, creating traffic chaos between the Golden Balls roundabout and the M40 junction 7 - as these roads are small country roads going through the centre of small villages.

THE fundamental problem with this proposal is that it takes no/very little account of the huge amount of induced demand when the A34 is busy (which is often the case). You are creating half a link road between the A34 and the M40 - this is a very big problem

Please do not discount this objection as "nimbyism" - this road would make the traffic situation in the South Oxfordshire villages much worse not better - surely this is not what anyone wants

Regards - David







FAO: Emily Catchside  
Oxford County Council  
County Hall  
New Road  
Oxford  
OX1 1ND

Also by email to: [planning@oxfordshire.gov.uk](mailto:planning@oxfordshire.gov.uk)

10 January 2022

Your Reference: R3.0138/21  
Our Reference: FMQ/M8040-1

Direct Line: 0117 930 9572  
Direct Fax:  
Email: [fquartermain@thrings.com](mailto:fquartermain@thrings.com)

Dear Sirs

R3.0138/21 - The dualling of the A4130 carriageway (A4130 Widening) from the Milton Gate Junction eastwards, including the construction of three roundabouts; - A road bridge over the Great Western Mainline (Didcot Science Bridge) and realignment of the A4130 north east of the proposed road bridge including the relocation of a lagoon; - Construction of a new road between Didcot and Culham (Didcot to Culham River Crossing) including the construction of three roundabouts, a road bridge over the Appleford railway sidings and road bridge over the River Thames; - Construction of a new road between the B4015 and A415 (Clifton Hampden bypass), including the provision of one roundabout and associated junctions; and - Controlled crossings, footways and cycleways, landscaping, lighting, noise barriers and sustainable drainage systems on **A linear site comprising a corridor between the A34 Milton Interchange and the B4015 north of Clifton Hampden including part of the A4130 east of the A34 Milton Interchange, land between Didcot and the former Didcot A Power Station and the Great Western Mainline, land to the north of Didcot where it crosses a private railway sidings and the River Thames to the west of Appleford-on-Thames before joining the A415 west of Culham Station, land to the south of Culham Science Centre through to a connection with the B4015 north of Clifton Hampden ("the Application")**

As you know, we are instructed by Mrs Jacqueline Mason ("our Client") of [REDACTED], Clifton Hampden. [REDACTED] is a grade II listed building set to the south of the existing A415 Abingdon Road. We write further to our letter of 7 December 2021.

As set out in our previous letter, our Client commissioned a heritage report due to deficiencies in the Council's own application documentation. This report, prepared by HCUK Group, is enclosed with this letter. We summarise its contents as follows:

- The Cultural Heritage Desk-Based Assessment produced by the Council in support of the Application has inappropriately scoped Fullamoor Farmhouse out from a full assessment and is therefore deficient.

The Paragon ▪ Counterslip ▪ Bristol ▪ BS1 6BX ▪ Tel: 0117 930 9500 ▪ Fax: 0117 929 3369 ▪ DX: 7895 Bristol  
Email: [solicitors@thrings.com](mailto:solicitors@thrings.com) ▪ [www.thrings.com](http://www.thrings.com) Also in Bath, London, Romsey and Swindon

Thrings is the trading style of Thrings LLP, a limited liability partnership registered under No.OC342744 in England and Wales, authorised and regulated by the Solicitors Regulation Authority. A list of partners (members of Thrings LLP, or employee or consultant with equivalent standing and qualifications) is available at its registered office: 6 Drakes Meadow, Penny Lane, Swindon SN3 3LL.

- The land to the north of [REDACTED] (including the Application site) contributes to the significance of our Client's property as a designated heritage asset.
- The proposed development would result in a notable change to the setting of [REDACTED] Farmhouse. There will, therefore, be harm to a designated heritage asset which has not been considered by the Application.
- This harm may be less than substantial, but the Council should appropriately minimise and mitigate this harm.

Given the clear conclusions of this report, we look forward to further discussions with the Council on amendments and mitigations which must be introduced to make the proposed development acceptable in heritage terms.

If we can be of any further assistance in relation to **this matter, please don't hesitate to contact the** writer on the above contact details.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Thrings LLP', is written over a light blue rectangular background.

Thrings LLP

Enc: HCUK Group Report

# Fullamoor Farmhouse – Heritage Review

## Clifton Hampden Bypass (Ref: R3.0138/21)

### Introduction

1. In November 2021, an application was submitted to Oxfordshire County Council for infrastructure upgrades between Didcot and Abingdon (ref: R3.0138/21). The application description reads:

*"The dualling of the A4130 carriageway (A4130 Widening) from the Milton Gate Junction eastwards, including the construction of three roundabouts; - A road bridge over the Great Western Mainline (Didcot Science Bridge) and realignment of the A4130 north east of the proposed road bridge including the relocation of a lagoon; - Construction of a new road between Didcot and Culham (Didcot to Culham River Crossing) including the construction of three roundabouts, a road bridge over the Appleford railway sidings and road bridge over the River Thames; - Construction of a new road between the B4015 and A415 (Clifton Hampden bypass), including the provision of one roundabout and associated junctions; and - Controlled crossings, footways and cycleways, landscaping, lighting, noise barriers and sustainable drainage systems."*

2. HCUK Group have been commissioned by Jaqi Mason, owner of Fullamoor Farmhouse (a grade II listed building), to review the application and provide commentary on the potential heritage impacts with regards to this designated heritage asset. This note has been informed by a site visit and review of the application submission. Particular regard is given to the conclusions of the submitted Environment Statement (Chapter 7, Cultural Heritage) and its Appendices, Appendix 7.1 Gazetteer of Cultural Heritage Assets and Appendix 7.2 Cultural Heritage Desk Based Assessment (Aecom, September 2021).



Figure 1: Fullamoor Farmhouse (grade II)

## Review of the Submitted Documentation

3. The submitted Cultural Heritage Desk-Based Assessment provides a brief overview of the significance of Fullamoor Farmhouse as follows:

*"Fullamoor Farmhouse [A161] is a grade II listed farmhouse located approximately 70 m south of the Site. The farmhouse's significance is drawn from its architectural and historical interest, as a good example of 17th and 18th century vernacular domestic architecture. The building has two main ranges forming an L-shaped plan, and various outshuts and additions have been built on the north and east sides. The first phase of the building appears to be a c.17th century range orientated north-south, and which meets an 18th century east-west range at the southeast corner. There is a Victorian addition at the junction of the two, along with several later outshuts. The farmhouse is set within a courtyard and garden."*

4. It is clear that the above appraisal is heavily based on the building's List Description rather than thorough assessment of the building itself. It is also

relevant to note that the building has not been visited by the authors of the report. Fullamoor Farmhouse is not publicly assessable or clearly visible from surrounding public realm and the owner, Jaqi Mason, was not contacted regarding a site visit onto her property.

5. With regards to the setting of this asset, the report summarises:

*"To the north the farm's drive meets Abingdon Road which runs east-west and to the north of the road the landscape takes on the character of a suburban park at the entrance to Culham Science Centre... The land to the north of the farm does not form part of this setting relationship and does not contribute to the significance of the asset."*

6. It then concludes that Fullamoor Farmhouse should be scoped out of the assessments given that: *"The Site does not form part of the asset's setting. The farmland setting of the asset ends at the existing Abingdon Road on its north side."*
7. This is a clearly incorrect assessment and one which would not have been made had the farmhouse been actually visited. While it is accepted that the road forms a boundary to the north of the farmhouse's curtilage and that there is limited visual relationship with land to the north, this does not mean there is no relationship between the farmhouse and this area or that other aspects of its setting bar 'farmland' contribute to its significance. The relationship between the farmhouse and land to the north is considered in more detail below.
8. Due to the above assessment, the Cultural Heritage Desk-Based Assessment has scoped Fullamoor Farmhouse out from a full assessment. As a result of this, the listed building not being fully or properly assessed, the submitted documentation does not provide any assessment of the development's effect on the significance of this asset and no mitigation measures have been considered.

## Assessment and Potential Impacts

9. Due to the recent listing date of Fullamoor Farmhouse (November 2017), the building's list description is thorough and provides a detailed assessment of the building's history and reasons for designation (i.e. its special interest and

significance). The asset's full list description can be read in full at **Appendix 1** of this report. The list description summarises the asset's significance as:

*"Fullamoor Farmhouse, an C18 house with earlier origins, is listed at Grade II for the following principal reasons:*

*Architectural interest:*

*\* A multi-phase building that retains a significant proportion of fabric from its principal stages of development, which pre-date 1840; \* The north/south range retains timber framing, and so has the potential to provide evidence of the date and the vernacular tradition for this type of construction; \* The early plan forms remain legible and clearly illustrate the development of the building, reflecting the changing modes of use of domestic buildings from the C17 onwards.*

*Historic interest:*

*\* The high-quality construction of the east/west range may reflect the prosperity of the farm during the mid to late C18, and so has the potential to contribute to our understanding of the historic agricultural economy of the region."*

10. When dealing with the setting of heritage assets, advice contained within Historic England guidance (The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning Note 3, 2nd Edition, 2017) advocates a stepped approach as follows:

- Step 1: Identify which heritage assets and their settings are affected
- Step 2: Assess the degree to which these settings make a contribution to the significance of the heritage asset(s) or allow significance to be appreciated
- Step 3: Assess the effects of the proposed development, whether beneficial or harmful, on that significance or on the ability to appreciate it
- Step 4: Explore ways to maximise enhancement and avoid or minimise harm

- Step 5: Make and document the decision and monitor outcomes
11. Step 1 involved identifying Fullamoor Farmhouse as an asset potentially affected by the proposed development. Moving to Step 2 of the methodology, while it is clear that it is the farmland setting of Fullamoor Farmhouse (to the south) which most contributes to the significance of the asset and the ability to appreciate that significance, land to the north of Abingdon Road also contributes. The contribution land to the south of the farmhouse makes to the asset's significance is fully explored within a separate document produced by Keevill Heritage Ltd in March 2018, which is provided at **Appendix 2** of this report.
  12. With regards to the asset's setting to the north, while this part of the setting has been heavily altered through the introduction of the science park and other built form, key elements of the setting which contribute to the significance of Fullamoor Farm and allow its significance to be better revealed include:
    - The area's overall green character. While altered, the immediate land to the north of the curtilage of Fullamoor Farmhouse possesses a green and generally open character with existing built form to the north well concealed (**Figures 2 and 3**). This allows a retained rural character to the approach to the listed building.
    - The retained historic route which provides access to Fullamoor Farmhouse. The road itself, while more urbanised than it would have been historically, forms an important part of the asset's setting being the original access route which retains a degree of historic longevity (**Figure 4**).
    - Historic links between Fullamoor Farmhouse and land to the north of Abingdon Road. Information contained within the Keevill Heritage Ltd report confirms that historically the extent of land owned by Fullamoor Farmhouse extended to both the north and south of the Abingdon Road (**Figures 5 and 6**) This arrangement only changed in the late 20<sup>th</sup> century, following the subdivision and sale of the farm.





Figures 2 and 3: Views east and west along Abingdon Road at the junction with Fullamoor Farmhouse's access

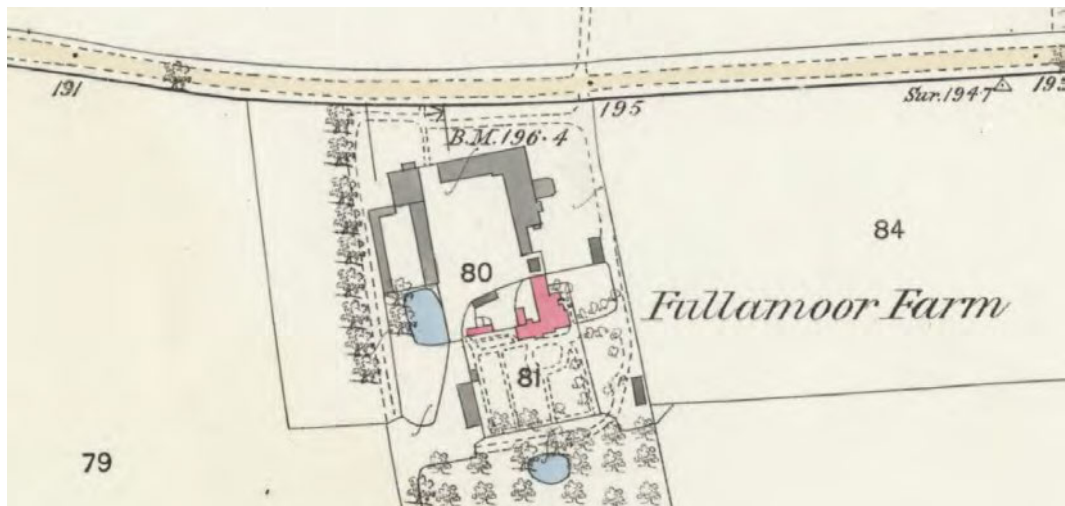


Figure 4: 1881 Ordnance Survey map (surveyed 1878) showing the historic access arrangements to Fullamoor Farmhouse which remain present on site today

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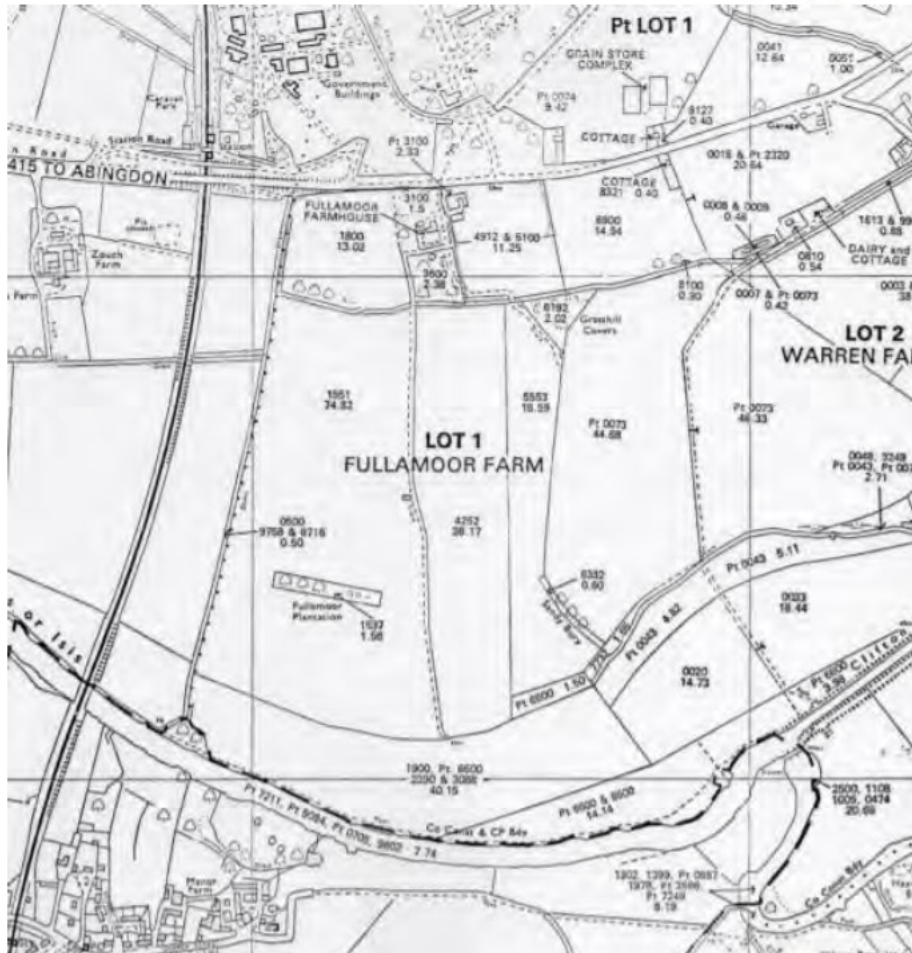


Figure 6: Mid 1980s auction plan showing the extent of Fullarmoor Farm (Lot 1) which included land to both the north and south of Abingdon Road

13. The proposed development would result in a notable change to the setting of Fullarmoor Farmhouse to the north. These effects can be summarised as:

- A marked increase in urbanisation to the north of the farmhouse;
- A subsequent reduction in green character to the north of the farmhouse;
- Increased levels of activity and light to the north of the farmhouse and potential increases in noise levels all of which would affect the current tranquil and rural character of the farmhouse and its setting; and
- The loss of the original access to the farmhouse. The new road would result in the existing and historic alignment of Abingdon Road becoming a cul-de-sac serving the a small number of properties.

14. Turning to Step 3 of the methodology, the change to the primary and historic route of the listed building alongside increased urbanisation, activity, lighting and (potentially) noise on land directly north of it have a clear potential to result in harm to the significance of the listed building. Any harm is likely to be relatively limited and within the lower end of less than substantial in NPPF terms. However, due to the inadequacies of the submitted heritage documentation, a full assessment properly understanding impacts has not been undertaken and ways in which the harm could be minimised or mitigated (Step 4 of the methodology) have not been considered. Ways to minimise the harm and mitigate the effects could include a variety of proposals such as:

- Changes to the road design. This could, for example, include a reduction in lighting, use of noise reducing surfaces, dropping of the levels of the roundabout or the use of bunding etc.
- Additional landscaping along the north boundary of the farmhouse which could help screen the road and reduce any sense of increased activity, vehicle movements and lighting effects.
- Alterations to the design of the retained access Fullamoor Farmhouse to provide the road with the character of a country lane to better relate to the asset's rural past and to avoid the access being used for parking by users of the Culham Science Centre.

## Summary and Conclusion

15. Overall, based on the available information submitted as part of the application and following the application of professional judgement after a site visit, it is concluded that the proposed development would result in less than substantial harm to the significance of the grade II listed Fullamoor Farmhouse through a change within the asset's setting. Whilst any harm is likely to be on the lower end of the less than substantial scale, it should be minimised wherever possible and this could be achieved through minor changes to the scheme. In accordance with paragraph 202 of the NPPF, the harm identified as part of this assessment should be weighed against the public benefits of the scheme.

16. Given the differing assessments presented there is a question regarding the robustness of the submitted heritage documentation. With the provisions of Section 66 the Planning (Listed Building and Conservation Areas) Act 1990 in mind, and given the differing assessments, we would urge the Local Planning Authority to carefully consider heritage impacts. In particular, we would urge the Local Planning Authority to consider potential ways in which the effects on the significance of Fullamoor Farmhouse, a designated heritage asset, could be appropriately minimised and mitigated.

Sara Davidson BSc MSc IHBC

6 January 2022



## Appendix 1: Fullamoor Farmhouse List Description

**Statutory Address:** Clifton Hampden, Abingdon, OX14 3DD

The building or site itself may lie within the boundary of more than one authority.

**County:** Oxfordshire

**District:** South Oxfordshire (District Authority)

**Parish:** Clifton Hampden

**National Grid Reference:** SU5335595099

### Summary

House, probably originating in the C17, with a major enlargement in 1769, a Victorian extension, and subsequent additions.

### Reasons for Designation

Fullamoor Farmhouse, an C18 house with earlier origins, is listed at Grade II for the following principal reasons: Architectural interest:

- \* A multi-phase building that retains a significant proportion of fabric from its principal stages of development, which pre-date 1840;
- \* The north/south range retains timber framing, and so has the potential to provide evidence of the date and the vernacular tradition for this type of construction;
- \* The early plan forms remain legible and clearly illustrate the development of the building, reflecting the changing modes of use of domestic buildings from the C17 onwards.

Historic interest:

- \* The high-quality construction of the east/west range may reflect the prosperity of the farm during the mid to late C18, and so has the potential to contribute to our understanding of the historic agricultural economy of the region.

## History

Fullamoor Farmhouse is a multi-phase building, originating, probably, in the C17. The Victoria County History states that the farmhouse dates from the late C18, however, the building fabric suggests earlier origins: the north/south range of the farmhouse appears to have originally been a two-cell, timber-framed building, and there is evidence of a ladder hatch to the attic, suggesting that the central stair may be a later insertion. This range was encased in brick in 1769, evidenced by two date inscriptions. Similarity in the style and form of brickwork suggests that the east/west range is contemporary with the 1769 encasement of the north/south range; this is supported by the 1786 estate map, which clearly shows these two main ranges.

The estate map shows ancillary agricultural buildings adjoining the north/south range of the house, and there were further agricultural buildings to the north-west. On the 1830 1" Ordnance Survey, Fullamoor is named Clifton Farm. The late-C19 and early-C20 Ordnance Survey maps show the development of the farmstead; by the time of the 1972 map all of the C18 farm buildings have been removed, leaving only the farmhouse, which remained in use as the principal farm residence until the 1990s. There is a heavily-altered range to the north-west of the farmhouse, possibly once a cartshed, which was present by maps of the late C19, and the garden walls to the south also appear to date from this period. Sections of the walls have been rebuilt, and openings have been inserted, though the general layout survives. There is a small, square-plan, late-C19 structure with a pyramidal roof built into the north-east corner.

The grey-brick-faced south-eastern extension is first shown on the 1878 map; a large modern conservatory (excluded from the listing) has been built on the south elevation. The main porch, and the outshuts on the west elevation were present by 1878, though have been heavily altered. An undated aerial photograph, probably mid-C20, shows a pitched porch on the southern elevation of the east/west range; on a photograph taken in 1980, this had been removed. There has been internal reordering to the east/west range, including the removal and repositioning of the stair and reconfiguration of the first floor.

## Details

House, probably originating in the C17, with a major enlargement in 1769, a Victorian extension, and subsequent additions.

**MATERIALS:** constructed from red brick laid in Flemish bond, with some elevations including blue brick headers. A section is built in rubble stone in the earlier part of the building, and one elevation of the Victorian addition is built in grey brick. Roofs are covered in clay tiles and there are brick chimneystacks.

**PLAN:** the building has two main ranges forming an L-shaped plan, and various outshuts and additions have been built on the north and east sides. The first phase of the building appears to be that which is orientated north/south, and which meets the east/west range at the south-east corner; there is a Victorian addition at the junction of the two. There are various single-storey outshuts on the east elevation of the north/south range, and double-height additions on the north elevation of the east/west range.

**EXTERIOR:** the north/south range is single storey with a tall attic, with a pitched roof and central chimneystack. The west elevation has two windows to the ground floor; they are wide with segmental-arched heads, and form the stylistic basis for those found elsewhere on the building. All windows are modern replacements, replicating the earlier glazing pattern. There is brick storey band, and two dormers – that to the right being much larger – to the attic. The north gable end is constructed from rubble stone at ground-floor level with brick above, indicating where it was once enclosed by ancillary agricultural buildings, as shown on the 1786 map. An external brick stack (not original) has been removed from the gable end, leaving scars in the brickwork and exposing bricks inscribed 'EC 1769' and 'EL 1769'. The east elevation of this range has been built upon in various phases; two lean-to outshuts have been linked together as part of the C21 reconfiguration.

The south elevation of the east/west range is a polite composition: it is of two storeys with an attic, symmetrical, with a central doorway with wide, segmental-arched windows to either side on both floors, and a narrower pair of casements above the door. There is projecting brick storey band, as on the northern range. There are two pitched dormers to the attic. The doorcase and door are modern. The northern elevation of this range is dominated by two gabled extensions, heavily altered; that on the right has a modern double-height oriel window lighting the



stair. To the right of this is the original elevation of the east/west range, which has a wide, segmental-arched window to each floor, as per the south elevation.

At the south-east corner is the Victorian extension. On the south elevation it is visible only at first-floor level, owing to the addition of the conservatory (excluded from the listing); it is built in grey brick and has a large pitched dormer, with a wide window with a hood moulding. The east gable end is in red brick; it is blind and has an external stack.

INTERIOR: on the ground floor of the earlier range there is some evidence of a timber frame, which has been replaced by, or encased in, the brick elevations. In the study, the floor-frame to the attic is exposed: there is a deep spine beam supporting roughly-hewn joists. A timber at the south-west corner of the room suggests there may have been a ladder hatch to the attic, and hence the stair, which rises between the two ground-floor rooms, may be a later insertion. The drawing room, to the south of the stair, was the only room to be heated in this part of the building; the chimneybreast remains, and has a reproduction chimneypiece. The spine beam is exposed in this room, though the rest of the floor frame has been boarded over. Upstairs, parts of two curved principal roof trusses are exposed, as is the wall plate and purlins.

The east/west range has been reconfigured from its original plan of two rooms with a central stair. On the ground floor, the stair hall and eastern room have been opened up to create a large kitchen, with the stair repositioned in the hall to the north. In the sitting room, to the west, the floor frame is exposed, and is made up of roughly-hewn timbers, previously plastered over. There is a cellar, reached by well-worn brick steps, beneath this room. On the first floor, originally two rooms, the fireplaces have been removed, and a bathroom has been inserted into the former stair hall. In the attic the queen post trusses are exposed, and have been adapted and infilled to form two attic rooms accessed by a central stair. The easternmost of these rooms has tightly curving studs beneath the deep purlins.

## Sources

Books and journals

Llewellyn, Sheila, *The View from the Bridge*, (2000)

## Websites

'Parishes: Clifton Hampden', in A History of the County of Oxford: Volume 7, Dorchester and Thame Hundreds, ed. Lobel, Mary (1962), pp 16-27. British History Online, accessed 4 September 2017 from <http://www.british-history.ac.uk/vch/oxon/vol7/pp16-27>

## Other

Surveys and Plans of the Estates of Robert Hucks Esq of Aldenham in the County of Hertford (16 - Fullamore Farm, Clifton-Hampden, Oxford), 1786, ref no DE/Am/P1, held at the Hertfordshire Archives and Local Studies centre, Hertford

## Appendix 2: Keevill Heritage Ltd Report (March 2018)

# Fullamoor Farm, Clifton Hampden, Oxfordshire

## The setting of the Grade II listed farmhouse

National Grid Reference SU 53355 95099 (for the farmhouse)



Figure 1: Fullamoor Farmhouse seen from the south

Graham D Keevill  
Keevill Heritage Ltd  
For Ian and Jaqi Mason  
March 2018

## Fullamoor Farm, Clifton Hampden, Oxfordshire: The setting of the Grade II listed farmhouse

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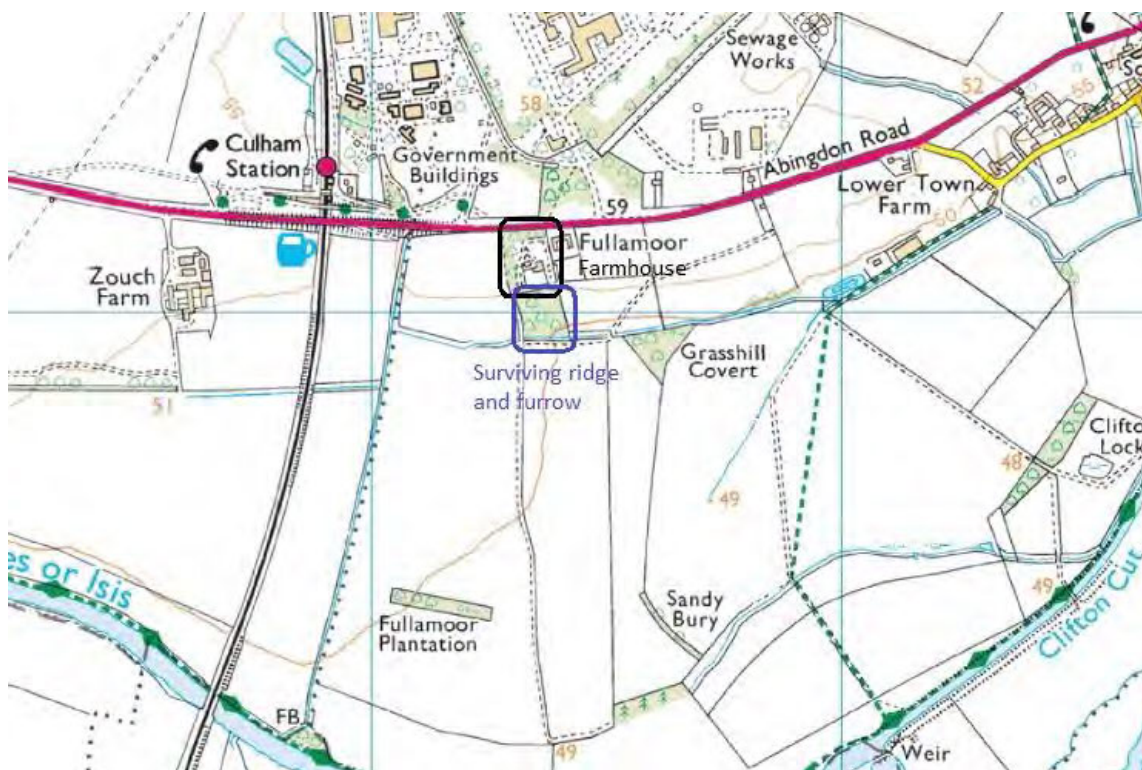


Figure 2: The location of Fullamoor Farmhouse, to the south of the A415 Abingdon Road. Culham Science Centre (developed within a World War II air base) lies to the north of the road and east of the railway line. Ordnance Survey data Crown Copyright 2018. All rights reserved. Licence number 100051221.

Graham Keevill is a senior heritage professional with more than 35 years of experience in the assessment, analysis and protection of the historic environment. He has been a full Member of the Chartered Institute for Archaeologists since 1985, and was elected as a Fellow of the Society of Antiquaries in March 2018. He works regularly with (often for) Historic England, and is the Cathedral Archaeologist for Rochester, Salisbury, Christ Church Oxford, and Blackburn; at each of these he provides a full range of advice on archaeology, historic buildings, landscape issues, and the setting of all of these (individually and/or in combination). He also carries out commissioned work for English Heritage, Historic Royal Palaces and the National Trust, among many other clients in the public, church and private sectors. His consultancy practice, Keevill Heritage Ltd, is based in Didcot, Oxfordshire.

## Executive summary

The historic character of a place is the group of qualities derived from its past uses that make it distinctive. This report studies the inter-relationship between Fullamoor Farmhouse (a Grade II listed building) and its surrounding landscape to draw conclusions on the importance of the locality to the building's setting. The report is designed to assist decision makers, applicants and other interested parties, with regard to the statutory obligation to have special regard to the desirability of preserving listed buildings and their settings, in accordance with the good practice advice provided by Historic England.

The report uses a combination of archaeological and historical evidence, along with aerial photographs dating from the 1930's to the present day, to build up a picture of the long history of land use in the area. This long historical picture shows that the landscape surrounding the farmhouse has developed in distinct stages over several millennia and has rarely been a static entity. This is a dynamic process which continues to the present day.

The landscape provides an important historical setting for the farmhouse, and provides the framework for exceptionally fine vistas from and to the building in a wide arc on its south side. The report concludes that this setting to the south is particularly vital for a proper understanding and appreciation of the Grade II listed farmhouse as well as being important in its own right. This landscape is a fragile resource, and is the subject of several development proposals which could cause irrevocable and irreversible harm to it, and which should continue to be resisted to avoid similarly irreversible harm to the farmhouse's setting.

## 1 Introduction

Mr and Mrs Ian and Jaqi Mason are the owners of Fullamoor Farmhouse. The curtilage of the latter includes gardens, terraces and paddocks on all sides of the house. They have commissioned this report to provide an independent assessment of the historic development of historic and present landscape around the farmhouse (particularly to the sides and south front), as these are important features in the setting of the listed building. The report studies the inter-relationship between building and landscape, because the two are mutually important contributors to the visual quality and character of the other: the landscape and views are the setting for the farmhouse, which is in itself an important focal point in and feature of views. Research and assessment concentrated on the area immediately around the farmhouse and on its south side to the River Thames; this was the core of the historic farm, extending to c 368 acres. Warren Farm, immediately to the east and part of the historic Fullamoor estate until 1995, extended the estate by a further c 266 acres. Together these farms occupied virtually the whole area bounded by Clifton Hampden village to the east, Abingdon Road to the north, the railway embankment to the west, and the River Thames to the south. The estate also extended to the north of Abingdon Road, and this area has also been part of the report's remit. Figure 3 is taken from a mid-1980s sale brochure for the farm estate, and shows the extent of the Fullamoor and Warren Farm holdings.

Sources used in the study included the Heritage Gateway for archaeological information, while some past archaeological studies of the area related to proposed developments were accessed online via the county council's planning portal. The National Heritage List was accessed via the Historic England website for information about designated heritage assets. Historic maps were examined, principally the Ordnance Survey 25 inch and 6 inch map editions from the later 19<sup>th</sup> century onwards, and the Victoria County History provided an excellent historical summary of Clifton Hampden (accessed via



the British History website).<sup>1</sup> Historic aerial photographs at the Historic England Archive Centre in Swindon were an especially important component of the research, both for information on archaeological sites and the historic development of the farmland since World War II. All aerial photographs within a 1km radius of the farmhouse were examined. Some of the earliest examples are from the 1930s by Major George Allen: these specifically covered the area around Fullamoor Farm, partly because of the Bronze Age barrow cemetery at Fullamoor Plantation that he recognised and photographed. These images are available online via Ashmolean Museum's website.<sup>2</sup> Finally site visits were made in December 2017 to examine the surroundings of the farmhouse and assess views from it.

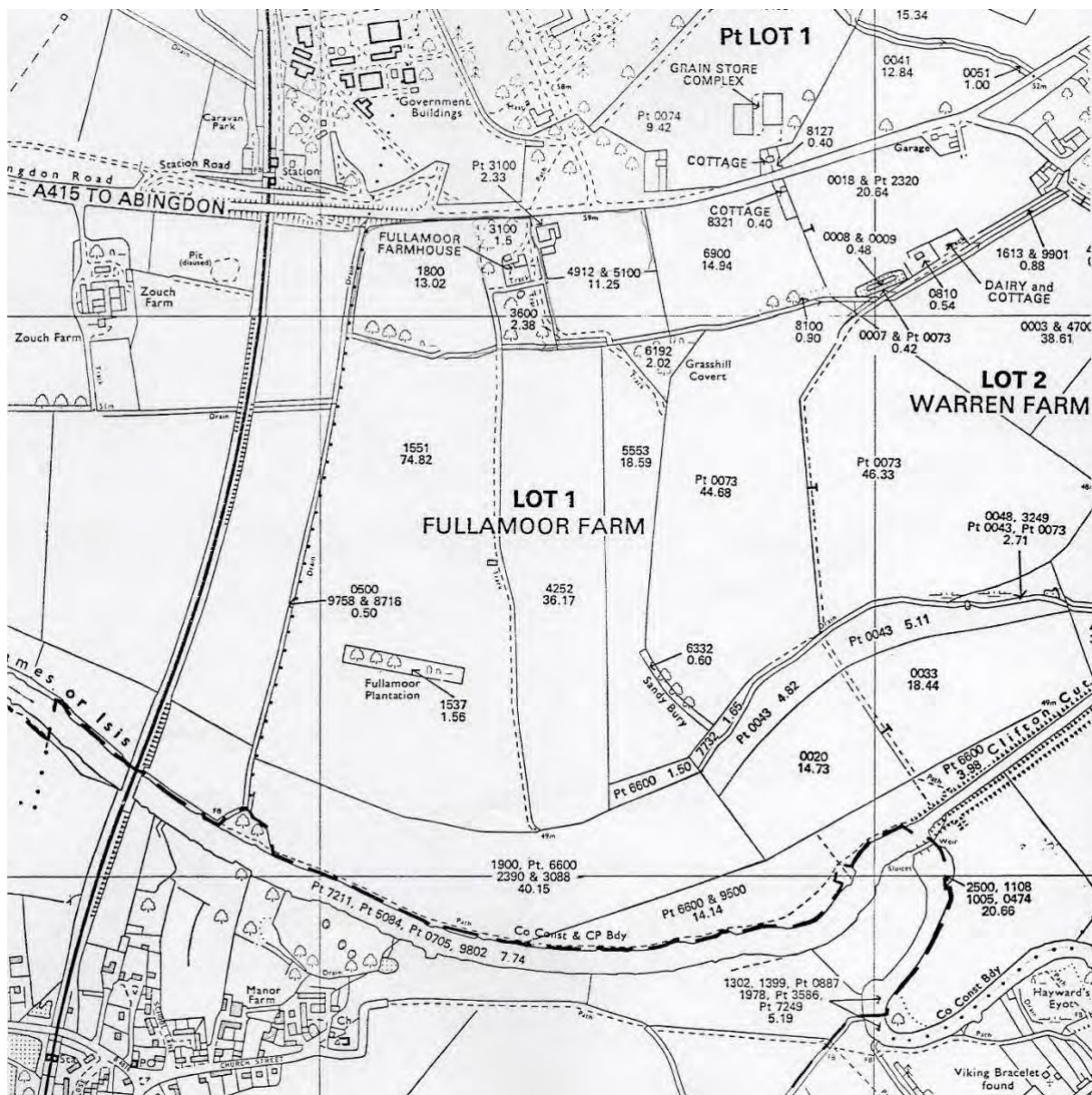


Figure 3: The extent of Fullamoor Farm (Lot 1) and Warren Farm (Lot 2) in the mid-1980s.

<sup>1</sup> <http://www.british-history.ac.uk/vch/oxon/vol7/pp16-27>

<sup>2</sup> <http://britisharchaeology.ashmus.ox.ac.uk/aerial-photos/aerial-photos.html>

## 1.1 The setting of and views from the farmhouse

The farmhouse enjoys a rural setting just beyond the west edge of Clifton Hampden village. The house is on a flat area running along the south side of the A415 Abingdon Road: the ground slopes markedly away towards the River Thames 1.2km to the south, giving dramatic and impressive views across a wide landscape arc from south-west to south-east (Figure 4). Assessment of features in the view suggests that this was no accident, and that the position of the farmhouse had been chosen with great care. The Didcot-Oxford railway line lies approximately 460m to the west of the house, on a raised embankment (see Figure 2). The railway is obviously a 19<sup>th</sup>-century insertion into the setting of the farmhouse. It is prominent in views to the west. Shelter belts and veteran trees largely screen views to the east, although there are good vistas in this direction from the terraced walk at the south end of the rear garden and the paddock beyond it.



Figure 4: Panoramic view looking south from the farmhouse, with Grasshill Covert in the background on the left and Fullamoor Plantation behind the trees just to the right of centre.

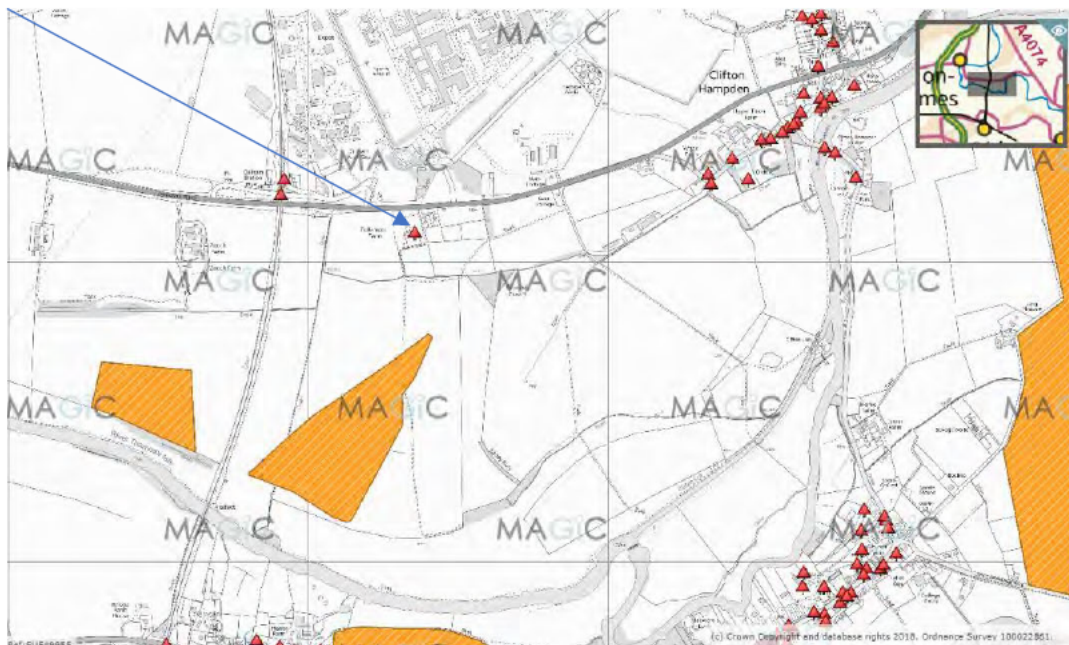


Figure 5: Extract from magic.gov.uk mapping showing the location of the listed farmhouse (arrowed) and the two Scheduled Monuments to its south and south-west.



Fullamoor Farm lies to the south of Culham World War II aerodrome, now an international scientific research establishment, on the opposite side of the A415 Abingdon Road. A shelter belt of trees along the north edge of the road screens the science park from views within the house's curtilage. Geologically, the farmhouse sits on bedrock of the Gault Formation (Mudstone, formed in the Cretaceous Period between 101-113 million years ago) overlain by drift deposits of the Summertown-Radley Sand and Gravel Member (Quaternary, formed up to three million years ago). The bedrock changes to Lower Greensand (Sandstone) with overlying Northmoor Sand and Gravel where the land falls sharply away a short distance to the south of the house. The Gault Formation resumes further towards the Thames, again with the Northmoor Sand and Gravel above it. The river itself is also on the Gault, overlain by Alluvium (Clay, Silt, Sand and Gravel).

Fullamoor Farmhouse is a Grade II listed building (Figure 5; national heritage list number 1449039). It was designated on 16 November 2017. It is perhaps surprising that it had not been listed before this, as the house is clearly a historic building of considerable character and interest. It probably originated in the 17<sup>th</sup> century, as a timber-framed two-cell building. This was extended substantially in 1769 (there are dated graffiti on the south elevation of the east range), when brick was used to encase the old structure and build the new. It was extended again in the Victorian period. There is a detached former agricultural building immediately to the west of the house (converted to domestic use by the current owners in 2012), not directly included in the listing but within the curtilage and therefore covered by the designation. The list description is provided in Appendix 1. Figure 1 shows the front (south) elevation, while Figure 6 shows the north frontage.



Figure 6: The north frontage of the farmhouse, with the east wing to the left.

The surroundings of the farmhouse contain several other designated heritage assets (see Figure 5). There are numerous listed buildings in Clifton Hampden village, and two at Culham railway station. Two Scheduled Monuments (sites protected because of their archaeological importance) are near the farmhouse: a Bronze Age round barrow cemetery at Fullamoor Plantation c 375m south of the house (national heritage list number 1421606), and an extensive settlement site a short distance to

the west of this beyond the railway embankment (national heritage list number 1059789), c 900m south-west of the house.

## 2 The historic development of the landscape around the site

The development of the historic landscape can be adduced in a number of ways. Firstly, cropmarks visible on aerial photographs evidence provide clear and ample evidence for early settlement and ritual activity in the area. Major Allen's 1930s photographs of the Fullamoor Plantation barrow cemetery appear to have been the first recognition of this site. Remarkably, the barrows continue to show strongly on aerial images, showing that the ring ditches defining the barrows have survived through centuries of arable agriculture. Other cropmarks clearly represent settlement areas and associated trackways. These cannot be dated from the aerial photographs alone, but their form suggests a later prehistoric or Roman origin. Apart from the Scheduled site, examples are known to the south-east and east of the farmhouse, including in the fields immediately to the east of the farm's former barns. Examples of the aerial photographs are given in Figures 7 and 8.



Figure 7: Top - Allen's aerial photographs AA0620 and AA0213, taken on 26 June 1934 and 12 July 1933 respectively. AA0620 clearly shows round barrows and other features at Fullamoor Plantation (the farmhouse is just out of the picture at top left); the other photograph shows a rectangular enclosure in the centre of the field to the right of the barns (Allen suggested that this was a Roman feature), with ridge and furrow surviving in the next field to its south. The bottom image, from 2013, also shows the barrows near the Plantation (NMR 27794/1).



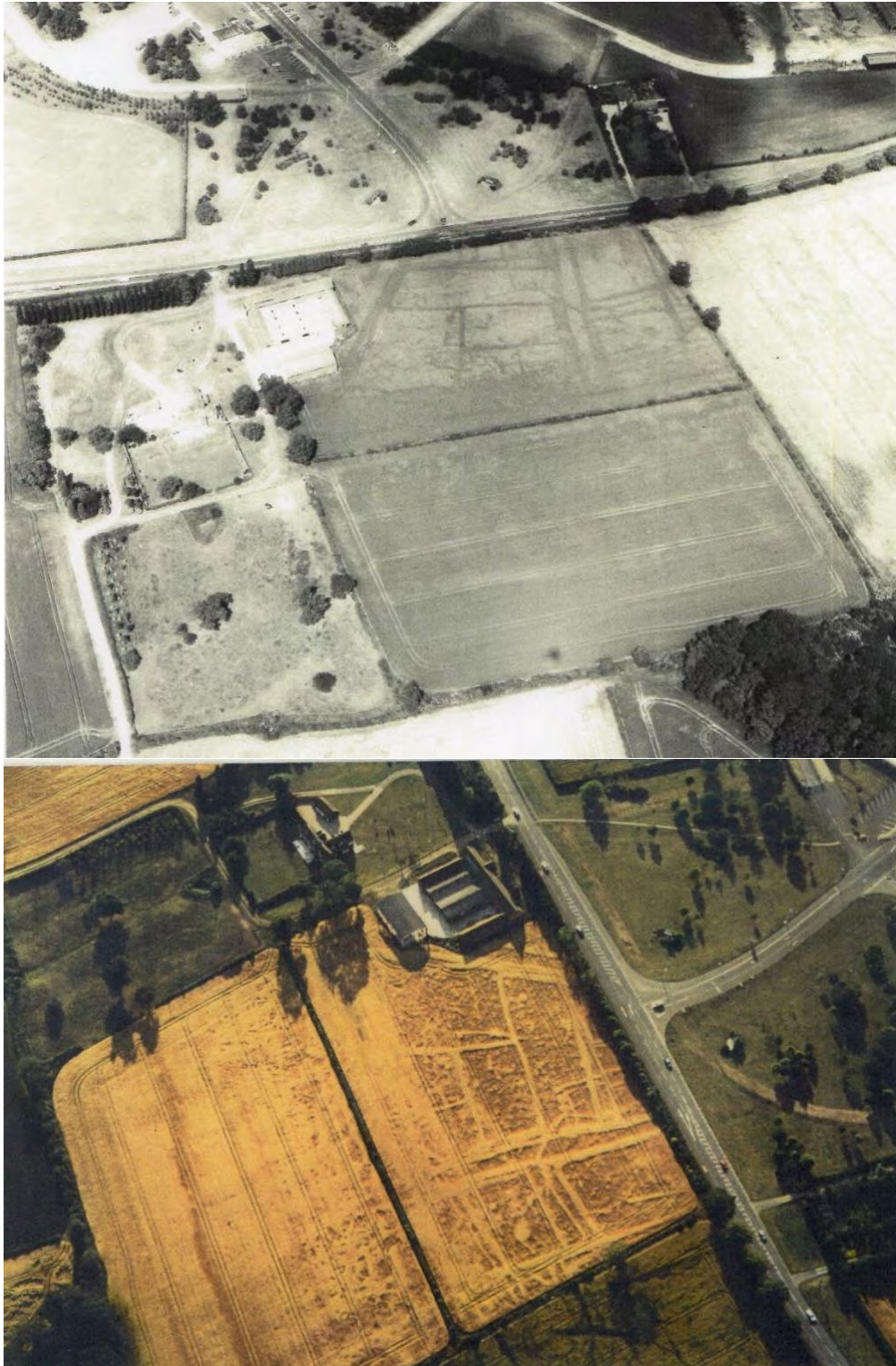


Figure 8: The same field next to the farm's old barns photographed by Allen in 1933 seen in 1989 (top) and 1990, with remarkably clear cropmarks. These continue south-west towards (probably into) the paddock south of the farmhouse, and clearly pre-dated the medieval ridge and furrow field system as well as the Abingdon Road. Images and NMR 4453/77 (top) and NMR 4608/20.

Other evidence for prehistoric and Roman activity comes from dedicated archaeological fieldwork. A watching brief during the excavation of a new Thames Water pipeline across Fullamoor Farm in 1991 revealed prehistoric features associated with the barrow cemetery near Fullamoor Plantation, as

well as a Roman track or causeway leading from there down towards the River Thames (Booth, Boyle and Keevill 1993, 106-115). Geophysical surveys and excavations by Thames Valley Archaeological Services in 2013 recorded extensive numerous archaeological features across a wide area of the land at Fullamoor/Warren Farm, some of it comprising dispersed evidence for general activity in the landscape, but with clear Iron Age/Roman enclosure/settlement concentrations immediately to the north of Clifton Cut (ie land parcels 0020 and 0033 on Figure 3; Dawson 2013 and Taylor 2013). It is clear that the landscape around Fullamoor Farm was under extensive use during the Bronze and Iron Ages, and into/through the Roman period. This included burial monuments, settlement areas, and agriculture.

The historic landscape comes into sharper focus in Anglo-Saxon, medieval and later periods. Fullamoor Farm lies within parish of Clifton Hampden, in the historic Hundred of Dorchester (VCH 1962). The parish boundary with Culham to the west does not seem to have changed since the latter was surveyed in AD940 (VCH 1962, Blair 1998). Clifton means ‘farmstead on or near a cliff or bank’ and is of Saxon origin (Mills, 1998). The Hampden element may have been added when Miles Hampden was Lord of the Manor in the 1530s, perhaps to distinguish the village from Clifton Ferry on the opposite side of the river, which was then in Berkshire. Clifton Hampden was not listed separately in the Domesday survey of 1086, being accounted as part of the Dorchester Hundred generally. The village and its lands were dominated by the open-field agricultural system throughout the medieval period, and well into the 18<sup>th</sup> century. Traces of ridge and furrow still survive (see below), linking the present landscape with its medieval past. The name *Fullyngemorefurlonge* is recorded in 1408 (Llewelyn 2000, 118, 281), and refers to the land immediately west of the current farm house. It suggests a very long pedigree for the farm.

The medieval open fields were inclosed by Robert Hucks in 1770, when four very large farms (in county terms) were established (VCH 1962). Fullamoor was one of these (the remaining three farm houses were all in the village itself; *ibid*), though the architectural evidence for its earlier origin perhaps suggests that the house (and thus probably the farm as a whole) already existed by the 1770s. The earliest county maps such as Saxton’s of 1574 and Morden’s of 1695 are too schematic and lacking in detail to be of use in assessing the historic development of the landscape, but Davis’s 1797 map of Oxfordshire shows the field boundaries to the south of Fullamoor Farm very largely as they survive today. The field pattern therefore seems to belong to the Inclosure period, although it also seems to have incorporated elements of the medieval land use pattern. An area of ridge and furrow survives immediately to the south of the farmhouse, for example, and aerial photographs show that more existed until recent times (see Figure 7, and below). A wide strip of land along the north bank of the Thames was meadowland until the late 20<sup>th</sup> century, almost certainly having been in that usage during the medieval period. Figures 9-14 present map and aerial photographic evidence for the form of the historic landscape, with brief commentaries on each map.

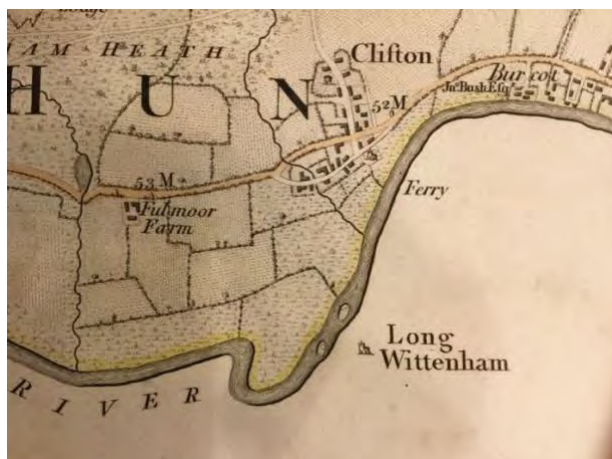


Figure 9: An extract from Richard Davis’s 1797 county map of Oxfordshire showing the field pattern to the south of Fullamoor Farm. The division between meadow/pasture and arable is shown very clearly. It is interesting to note that Davis seems to show the direction of ploughing in the arable fields – this reflects the direction of the surviving and former ridge and furrow. It is possible that the field boundaries are remnants of the earlier system.





Figure 10: Extracts from the Ordnance Survey maps of 1878 (25 inch to the mile - right) and 1883 (6 inch to the mile – top) showing the overall layout of the farmstead and its land. Note that all the agricultural buildings lay to the north of the farmhouse (the present barns to its east were not built until after 1914). The three plantations at Grasshill Covert, Sandy Bury and Fullamoor Plantation were already in existence and seemingly well established. There was a small orchard to the south of the house (this field retains medieval ridge and furrow).





Figure 11: Extracts from the Ordnance Survey maps of 1912 (25 inch to the mile - right) and 1913-14 (6 inch to the mile – top). The barns to the east of the farmstead had still not been built (see Figure 8, which shows that they were extant by 1934). There had been some changes to field boundaries since the turn of the century but otherwise the landscape had changed very little.





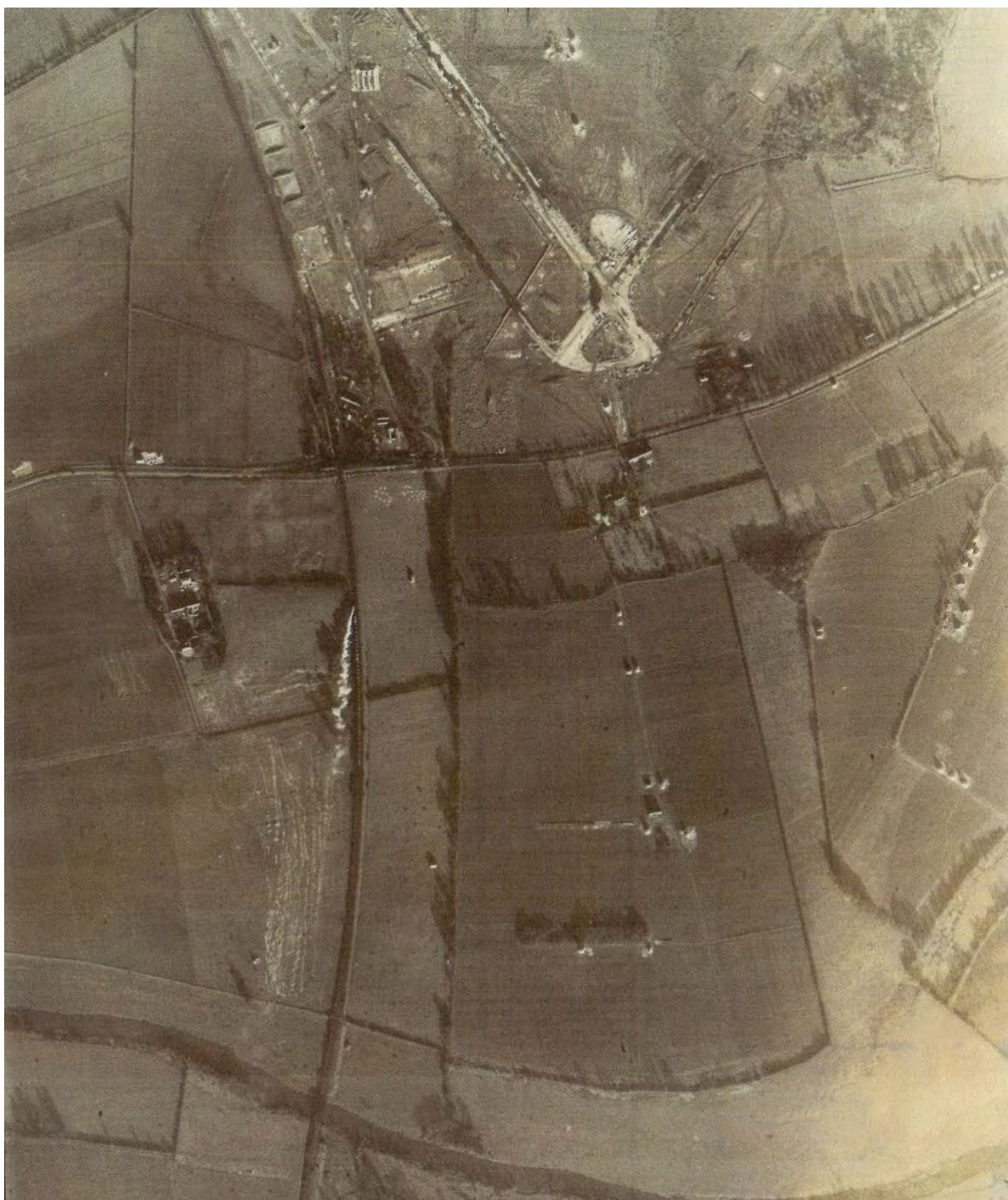


Figure 12: US military aerial photograph taken on 13 December 1943, with construction of Culham airfield under way. Fullamoor Farm features prominently. There are hints in this and other aerial photographs of the time that some areas of former ridge and furrow fields had only recently come under deep ploughing. The land alongside the River Thames, however, was still very much under pasture as managed meadowland. It remained so until the 1970s, but the 1980s sale particulars (and contemporary aerial photographs) show that all but a narrow area (Weir Field – Pt 6600 & 9500 on Figure 3) had recently come under the plough – see also Figure 14. Photograph reference US/7PH 6822 7006.



Figure 13: Fullamoor Farm photographed on 12 February 1952. There had been no substantive post-war changes. Photograph reference RAF/540/673 15636 3344.



Figure 14: Aerial photographs taken in 1975 (left) and 1989 (right) with the Fullamoor Plantation barrow cemetery visible – but also demonstrating the change from meadow to arable cultivation between these dates. Photograph references 5394/29 823 97 (left) and 5394/49 4453 80.

Surviving historic landscape features include a small pocket of the once much more extensive medieval ridge and furrow open fields in Fullamoor Orchard immediately to the south of the



farmhouse's gardens. This orchard can be seen clearly on the early OS editions and several of the aerial photographs. Figure 15 shows the orchard today, with the ridge and furrow still prominent and well preserved. Hedgerows, plantations and veteran trees, paths/tracks and the overall pattern of field boundaries are also all of demonstrably historic origin, marking a clear continuity of land use while also acknowledging modern changes in agricultural tenure and practice. The small area of surviving meadowland alongside the River Thames already mentioned falls into this same pattern. Figure 16 presents a modern aerial photograph of the farmland, showing how the landscape still closely resembles that shown in the 18<sup>th</sup> to earlier 20<sup>th</sup> centuries.



Figure 16: The former orchard to the south of the farmhouse, where the pronounced ridges of the medieval fields are still clearly visible.



Figure 18: Modern aerial photograph of the landscape at Fullamoor Farm – compare with Figures 9-14.

The landscape to the south of the farmhouse continues to be an important part of its setting. The same used to be true of the area to the north of the Abingdon Road as well, and there are still some links there (principally with the farm buildings erected in the 1970s). As figures 12 and 16 show, however, the construction of an airfield to the north of the road during World War II, and the conversion of this into government buildings and then a science park, have wrought considerable changes on the landscape. Abingdon Road is also a busy arterial traffic route, not least for the science park but also locally between Abingdon and Dorchester on Thames. The landscape still has some value and character, but it is not as immediately important to the setting of the farmhouse as the land towards the Thames. As Figure 19 shows, planting along the Abingdon Road provides some screening of views to the north at the moment; this limits the visual impact of the Science Park on the farmhouse.



Figure 19: View looking north from the farmhouse's driveway. The Abingdon Road is immediately beyond the hedge border.

### 3 Significance of the farm, the farmhouse and their settings

This part of the report identifies the significance of the farmhouse, its former farm, and their setting. The assessment follows standard professional guidance, such as Historic England's *Conservation Principles*. The primary concern is not simply to say that something is important; that rarely helps. Rather, it is to define and determine a hierarchy of significance – *how* important is a site or a part of it? A simple sequence of **high** (national), **medium** (local/county) and **low** (slight) significance is used, as well as **neutral** (not important but also does not detract from a site's value) and **detrimental** (where something has a negative effect on significance) or **visually intrusive**. These assessments

cover the four *Conservation Principles* criteria of historic, evidential, aesthetic and community values of the heritage asset in question as appropriate.

Statutorily designated heritage assets such as Scheduled Monuments and listed buildings (of any grade) are by definition of national significance. They cannot be so designated unless they meet this criterion. They will usually be defined as having **high significance** because of this. Their setting (eg the context in which they are experienced and appreciated) may not have the same high level of significance, however, and requires careful assessment in its own right.

Fullamoor Farmhouse was designated as Grade II listed building in 2017. It has **high significance** for its historic, evidential, and aesthetic values. It is a private property, now in purely residential use, and as such community value is no more than **medium** (this is the lesser of the four *Conservation Principles* criteria for evaluating a building of this sort). The two Scheduled Monuments (the Bronze Age barrow cemetery at Fullamoor Plantation and the settlement site to its west) are also of **high significance** in evidential and historic/prehistoric terms, and **medium significance** for community (as important repositories of memory for the past), and aesthetic (for the aerial photographic evidence) values.

Fullamoor Farm is no longer an extant agricultural entity. The older farm buildings immediately to the east of the farmhouse were converted to domestic/residential use some years ago. The modern farm buildings to the north of the A415 Abingdon Road, and the greater part of the farmland, were sold to other local farmers early in the new millennium. Mr and Mrs Mason retain the 13 acre field to the west of the house (the Furlong mentioned in 1408); this is rented to a local farmer for grazing cattle and sheep. The farm as such is therefore of **medium significance** even though it is no longer a separate going concern, because all its elements continue in active use alongside each other within their original landscape and setting. They demonstrably represent the history of medieval, post-medieval and modern land use in this area.

The farmland around the farmhouse provides an important setting for the building and its grounds. The archaeological evidence for prehistoric and Roman settlement is of **medium to high significance** evidentially, historically and for community value. The surviving physical remains and documentary evidence for the medieval landscape are similarly of **medium significance** evidentially, historically and for community value, as well as aesthetically. It is notable that the medieval field systems can be shown to directly overlie and cut across the prehistoric/early historic landscape in some areas. This suggests that there was a degree of discontinuity between them. This is also suggested by the absence of earthwork remains at the barrow cemetery: seemingly the mounds themselves were not respected enough to be left in situ within a developing arable landscape, as was sometimes the case in the countryside. The remaining elements of the historic landscape – field boundaries, tracks and paths, and other features – are also of **medium significance** for their contribution to the setting of Fullamoor Farmhouse, and for visual/historic character of the landscape generally.

## 4 Views, setting analysis and vulnerabilities

The images and text on the previous pages demonstrate that the landscape around Fullamoor Farmhouse provides a clear and obviously associated historic context for the building. It may now be a farmhouse in name only, but it is clearly rooted in the long history of the land use around it. The two cannot be divorced from one another. This historic landscape is the frame for the impressive views south from the farmhouse and its curtilage today, as Figures 4 and 19-24 show. Figures 25 and 26 present views back towards the farmhouse from the landscape to the south.





Figure 19: View south-east from the farmhouse with Grasshill Covert just to the left of centre.



Figure 20: View south from the terrace walk in front of the orchard. Fullamoor Plantation can be seen to the right.





Figure 21: View south-west from the terrace walk, with the railway embankment visible in front of Didcot Power Station.



Figure 22: View south from the first-floor.





Figure 23: View south-east from the farmhouse's attic window.



Figure 24: View south and south-west from the attic window.



Figure 25: View from the farmland to the south-east of the farmhouse looking back towards it. The house is prominent in many views from the south and south-east despite the historic plantations.



Figure 26: View from the Thames Path looking north to Fullamoor Farmhouse. The building is clearly visible and prominent in this view.



The positioning of the Grasshill Covert and Fullamoor Plantation is interesting, and cannot have been accidental. Both are likely to have originated at about the time of the farmhouse's major extension in c 1769-70, and they were well established by the time of the earliest Ordnance Survey editions. The prominence of and exceptional views from the farmhouse are clear enough, but how did the plantations operate within this? At a simple level they provide focal points within views from the house, garden and terrace walk down towards the Thames. The dip slope immediately to the south of the terrace walk means that the orchard, though a valuable feature, probably would not have impeded views to any substantial degree. Could the positioning and orientation of the two main plantations have served other purposes in views? Grasshill Covert is the more substantial block, and has fared better as a feature in the modern landscape. It is closer to the house, and certainly the more prominent in views. Fullamoor Plantation is just as interesting, however, because its east-west axis so clearly cuts across longer views to the south. The earlier Ordnance Survey maps suggest that this would have been more pronounced 100-150 years ago than it is now, as more recent plantings have placed trees across this view. The simple map exercise in Figure 24 suggests that the positions of Grasshill Covert and Fullamoor Plantation was very deliberate, and subtle: not only do they frame views, but they also shield them. Grasshill Covert lies directly in the way of views south-east to Long Wittenham and Wittenham Clumps. Fullamoor Plantation does the same in views south towards Appleford. The trees may have been eye-catching landscape features: they also served to block some views and make the immediate landscape around Fullamoor Farm into a very private affair.

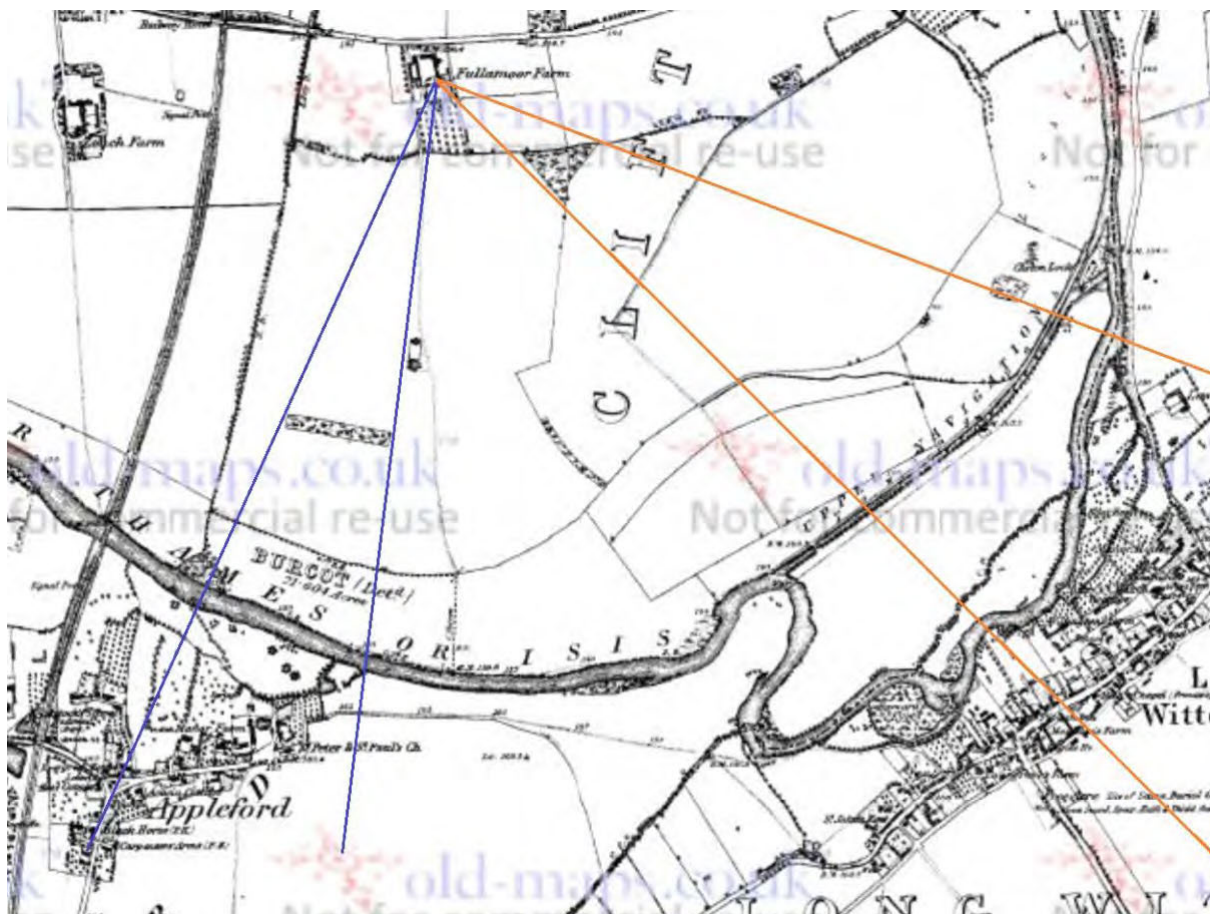


Figure 27: The 1883 Ordnance Survey 6 inch map with view cones marked looking from Fullamoor Farmhouse south and south-east, showing how Fullamoor Plantation and Grasshill Covert impeded views in these directions – especially towards Long Wittenham and Appleford.

The evidence points to a surprising degree of deliberate design in the placing of the farmhouse and tree coverts/plantations within their contemporary agricultural environment, which itself seems to



have been strongly rooted in its medieval past. It is difficult to understand why other villages should have been blocked in medium to longer views, and of course it is even harder to envisage exactly what the landscape would have looked like 200 years ago. Even so, this level of design and careful setting out would not be out of place in formal landscaped parks rather than a rural agrarian landscape. The designed landscape is an important element of the farmhouse's setting. It is an essentially private landscape, although there is some community value for walkers and other nearby residents.

Our analysis of the physical, archival and archaeological evidence demonstrates that the landscape around Fullamoor Farm presents clear evidence for development across several thousand years of human activity and land use. This includes prehistoric and/or Roman settlement, agriculture and ritual activity, medieval settlement and agriculture, and later land management through to the modern era. The landscape is not a wholly modern creation, as some have suggested, but represents a continuum of interaction between people and their environment over centuries and millennia. It is clear that modern agricultural practice has changed many aspects of the farmed landscape, but the historic (and indeed prehistoric) framework survives largely intact – with important remnants of original features such as ridge and furrow field systems, hedges and trees, and tracks/paths. It is critically important that the linkage between these features and Fullamoor Farm are recognised. The farmhouse is of course later than many of these historic features but it was built within a landscape which had evolved carefully and gradually. That process continues to this day. The historic and present landscape are inexorably and indisputably part of the setting of Fullamoor Farmhouse. Damage to either will damage the other.

Recent events have shown that the landscape around Fullamoor Farmhouse is prone to the threat of development. There have been two recent development proposals. Firstly for a new road link and bridge over the River Thames was proposed.<sup>3</sup> This would have passed north-south through the farmland between Fullamoor Plantation and the farmhouse, running very close to the latter. There is no doubt that this would have been severely detrimental to the house and its setting physically, visually, and through noise. Secondly, major mineral extraction was proposed for virtually the whole of the Fullamoor/Warren Farm land to the south of the farmhouse (Oxfordshire County Council mineral planning reference MW.0039/16; South Oxfordshire District Council planning reference P16/S1192/CM). Despite attempts by the developer's consultant team to suggest that this would not have harmed the setting of Fullamoor Farmhouse, the destruction of the greater part of the historic landscape between the house and the Thames would plainly have caused substantial harm to the setting of the listed building, and would therefore have been contrary to the National Planning Policy Framework (especially paragraphs 132-3). This type of development would have created drastic and irreversible changes in the long and ongoing history of the landscape, and no amount of post-extraction 'restoration' could mitigate this. The historic landscape would be lost permanently. Refusal of the application was welcome.

Substantial growth of Culham Science Centre would occur if current plans by the United Kingdom Atomic Energy Authority proceed. This appears to involve proposals to build on the current grassed entrance apron. It is probably too early to assess the potential impact of the proposed development but its effect on the setting of the listed building must be considered in detail. Recently announced plans to build c 3000 new homes at Culham would also require a setting assessment for Fullamoor Farm.<sup>4</sup>

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[http://www.oxfordmail.co.uk/news/15188413.VISION\\_2033\\_Thousands\\_of\\_homes\\_and\\_new\\_100m\\_Thames\\_bridge/](http://www.oxfordmail.co.uk/news/15188413.VISION_2033_Thousands_of_homes_and_new_100m_Thames_bridge/)

<sup>4</sup> <https://www.saveculhamgreenbelt.org/latest-updates/>

## 5 Conclusions

This study demonstrates that the landscape around Fullamoor Farmhouse is demonstrably a vitally important part of the setting of the Grade II listed house. The building and its landscape are inexorably linked by more than two hundred years of mutual inter-dependence and development. While it is acknowledged that the farmhouse no longer functions as the managerial centre of the agricultural land, it clearly sits within it, literally and conceptually. The setting of designated heritage assets such as listed buildings is recognised internationally and nationally in planning law and practice as a material factor in the consideration of planning proposals affecting them. In the United Kingdom this is now enshrined in the National Planning Policy Framework (2012). It is therefore right and proper that any development proposals within the vicinity of Fullamoor Farm must take full account of the listed building and its setting when applications are determined.

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## Appendix 1: Extracts from the National Heritage List description for the farmhouse

Name: Fullamoor Farmhouse

List entry Number: 1449039

Location: Clifton Hampden, Abingdon, OX14 3DD

Grade: II. Date first listed: 16-Nov-2017

**Summary of Building:** House, probably originating in the C17, with a major enlargement in 1769, a Victorian extension, and subsequent additions.

**Reasons for Designation:** Fullamoor Farmhouse, an C18 house with earlier origins, is listed at Grade II for the following principal reasons:

**Architectural interest:** A multi-phase building that retains a significant proportion of fabric from its principal stages of development, which pre-date 1840; The north/south range retains

timber framing, and so has the potential to provide evidence of the date and the vernacular tradition for this type of construction; The early plan forms remain legible and clearly illustrate the development of the building, reflecting the changing modes of use of domestic buildings from the C17 onwards.

**Historic interest:** The high-quality construction of the east/west range may reflect the prosperity of the farm during the mid to late C18, and so has the potential to contribute to our understanding of the historic agricultural economy of the region.

## History

Fullamoor Farmhouse is a multi-phase building, originating, probably, in the C17. The Victoria County History states that the farmhouse dates from the late C18, however, the building fabric suggests earlier origins: the north/south range of the farmhouse appears to have originally been a two-cell, timber-framed building, and there is evidence of a ladder hatch to the attic, suggesting that the central stair may be a later insertion. This range was encased in brick in 1769, evidenced by two date inscriptions. Similarity in the style and form of brickwork suggests that the east/west range is contemporary with the 1769 encasement of the north/south range; this is supported by the 1786 estate map, which clearly shows these two main ranges.

The estate map shows ancillary agricultural buildings adjoining the north/south range of the house, and there were further agricultural buildings to the north-west. On the 1830 1" Ordnance Survey, Fullamoor is named Clifton Farm. The late-C19 and early-C20 Ordnance Survey maps show the development of the farmstead; by the time of the 1972 map all of the C18 farm buildings have been removed, leaving only the farmhouse, which remained in use as the principal farm residence until the 1990s. There is a heavily-altered range to the north-west of the farmhouse, possibly once a cartshed, which was present by maps of the late C19, and the garden walls to the south also appear to date from this period. Sections of the walls have been rebuilt, and openings have been inserted, though the general layout survives. There is a small, square-plan, late-C19 structure with a pyramidal roof built into the north-east corner.

The grey-brick-faced south-eastern extension is first shown on the 1878 map; a large modern conservatory (excluded from the listing) has been built on the south elevation. The main porch, and the outshuts on the west elevation were present by 1878, though have been heavily altered. An undated aerial photograph, probably mid-C20, shows a pitched porch on the southern elevation of the east/west range; on a photograph taken in 1980, this had been removed. There has been internal reordering to the east/west range, including the removal and repositioning of the stair and reconfiguration of the first floor.

## Details

House, probably originating in the C17, with a major enlargement in 1769, a Victorian extension, and subsequent additions.

**MATERIALS:** constructed from red brick laid in Flemish bond, with some elevations including blue brick headers. A section is built in rubble stone in the earlier part of the building, and one elevation of the Victorian addition is built in grey brick. Roofs are covered in clay tiles and there are brick chimneys.

**PLAN:** the building has two main ranges forming an L-shaped plan, and various outshuts and additions have been built on the north and east sides. The first phase of the building appears to be that which is orientated north/south, and which meets the east/west range at the south-east corner; there is a Victorian addition at the junction of the two. There are various single-storey outshuts on

the east elevation of the north/south range, and double-height additions on the north elevation of the east/west range.

*EXTERIOR:* the north/south range is single storey with a tall attic, with a pitched roof and central chimneystack. The west elevation has two windows to the ground floor; they are wide with segmental-arched heads, and form the stylistic basis for those found elsewhere on the building. All windows are modern replacements, replicating the earlier glazing pattern. There is brick storey band, and two dormers – that to the right being much larger – to the attic. The north gable end is constructed from rubble stone at ground-floor level with brick above, indicating where it was once enclosed by ancillary agricultural buildings, as shown on the 1786 map. An external brick stack (not original) has been removed from the gable end, leaving scars in the brickwork and exposing bricks inscribed ‘EC 1769’ and ‘EL 1769’. The east elevation of this range has been built upon in various phases; two lean-to outshuts have been linked together as part of the C21 reconfiguration.

The south elevation of the east/west range is a polite composition: it is of two storeys with an attic, symmetrical, with a central doorway with wide, segmental-arched windows to either side on both floors, and a narrower pair of casements above the door. There is projecting brick storey band, as on the northern range. There are two pitched dormers to the attic. The doorcase and door are modern. The northern elevation of this range is dominated by two gabled extensions, heavily altered; that on the right has a modern double-height oriel window lighting the stair. To the right of this is the original elevation of the east/west range, which has a wide, segmental-arched window to each floor, as per the south elevation.

At the south-east corner is the Victorian extension. On the south elevation it is visible only at first-floor level, owing to the addition of the conservatory (excluded from the listing); it is built in grey brick and has a large pitched dormer, with a wide window with a hood moulding. The east gable end is in red brick; it is blind and has an external stack.

*INTERIOR:* on the ground floor of the earlier range there is some evidence of a timber frame, which has been replaced by, or encased in, the brick elevations. In the study, the floor-frame to the attic is exposed: there is a deep spine beam supporting roughly-hewn joists. A timber at the south-west corner of the room suggests there may have been a ladder hatch to the attic, and hence the stair, which rises between the two ground-floor rooms, may be a later insertion. The drawing room, to the south of the stair, was the only room to be heated in this part of the building; the chimneybreast remains, and has a reproduction chimneypiece. The spine beam is exposed in this room, though the rest of the floor frame has been boarded over. Upstairs, parts of two curved principal roof trusses are exposed, as is the wall plate and purlins.

The east/west range has been reconfigured from its original plan of two rooms with a central stair. On the ground floor, the stair hall and eastern room have been opened up to create a large kitchen, with the stair repositioned in the hall to the north. In the sitting room, to the west, the floor frame is exposed, and is made up of roughly-hewn timbers, previously plastered over. There is a cellar, reached by well-worn brick steps, beneath this room. On the first floor, originally two rooms, the fireplaces have been removed, and a bathroom has been inserted into the former stair hall. In the attic the queen post trusses are exposed, and have been adapted and infilled to form two attic rooms accessed by a central stair. The easternmost of these rooms has tightly curving studs beneath the deep purlins.

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National Grid Reference: SU5335595099

**From:** [Planning - E&E](#)  
**To:** [Catcheside, Emily - Oxfordshire County Council](#)  
**Subject:** FW: HIF1 (R3.0138/21)  
**Date:** 25 January 2023 08:10:26

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-----Original Message-----

From: Steve Flinders [REDACTED]  
Sent: 24 January 2023 20:36  
To: Planning - E&E <[planning@Oxfordshire.gov.uk](mailto:planning@Oxfordshire.gov.uk)>  
Subject: HIF1 (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.

Dear Ms Catcheside,

Having written to you in the past about the reasons why the HIF1 is a bad idea , I feel that I should remind you that the planning departments decisions will be badly judged by history.

When Hanson have finished extracting all they can from the land and have left the Sutton Courtney site, the rail tracks will all be ripped up and future generations will wonder why on earth there is an 8metre high flyover blighting the countryside . They will look at a road built across gravel pits and puzzle why it wasn't built 50m away on flat dry land, they will wonder who wanted to isolate Appleford so much that they designed a junction on the road that made it dangerous to travel towards Abingdon.

All these questions and more will be asked by future Oxfordshire residents and the only answer the planning dept will be able to give is , we had to build an A34 relief road and this was the best we could come up with. I hope the planners can live with their judgement , because once it's built it's there forever.

Steve Flinders, [REDACTED]

Sent from my iPhone

**From:** [Planning - E&E](#)  
**To:** [Catcheside, Emily - Oxfordshire County Council](#)  
**Subject:** FW: HIF1 Objection  
**Date:** 17 January 2023 11:55:10

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**From:** Jerome Pearce [redacted]  
**Sent:** 17 January 2023 11:41  
**To:** Planning - E&E <[planning@Oxfordshire.gov.uk](mailto:planning@Oxfordshire.gov.uk)>  
**Subject:** Fwd: HIF1 Objection

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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 Emily,

I write to you to express my deep concerns over the proposed HIF1 road project in Oxfordshire.

We all understand the need for infrastructure but this project is a retrograde step. Not unlike solving the energy crisis by re-opening coal fired power stations.

More roads bring more traffic, that is a fact pure and simple.

We need forward thinking innovative solutions to our transport requirements that fit the necessity to de-carbonize and protect our fragile natural environment. Not more roads.

In a time of rampant inflation, a massive labour shortage (particularly in the skilled workforce) and an economic black hole of some £55 billion this is folly. The proposed figure of £300 million to complete, a fiction. Please search deep into the annals of big civil engineering projects and tell me of one that has come in, on time and on budget.

The stark reality is, if begun this will be a disaster both financially and environmentally.

Our communities are pleading for you all to see sense and stop this madness whilst you can. Admit the global situation has changed so much since the initial proposal was tabled that is now redundant. Let's think of the 21st century solution for the Vale of Science's needs and do something we can all take pride in, not have to endure.

Yours faithfully,

Jerome Pearce and Tiffany Cameron

Appleford residents and small business owners

**From:** [Planning - E&E](#)  
**To:** [Catcheside, Emily - Oxfordshire County Council](#)  
**Subject:** FW: HIF1 Scheme R3.0138/21  
**Date:** 23 January 2023 09:02:00

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**From:** Tom Knollys [REDACTED]  
**Sent:** 19 January 2023 21:18  
**To:** Catcheside, Emily - Oxfordshire County Council <Emily.Catcheside@Oxfordshire.gov.uk>  
**Cc:** Planning - E&E <planning@Oxfordshire.gov.uk>  
**Subject:** HIF1 Scheme R3.0138/21

Some people who received this message 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.

I object to this scheme and call on the council to reconsider it.

The HIF1 scheme would go against declarations of climate emergency. We urgently need to reduce carbon emissions not encourage more private car use and increase emissions in the construction of unnecessary and damaging infrastructure. It is contrary to policies on reduction of car use and is contrary to green belt policy. This scheme will scar and destroy yet more of south Oxfordshire's rapidly decreasing natural landscape.

The road would draw even more traffic onto the A4074, where traffic has been steadily increasing and will increase further as homes are built in effectively car-dependent locations along it.

Housing should be built sustainably and if new housing creates excessive additional car journeys, then something is wrong with the housing and employment policies. If this road is to enable ever more car journeys to be made to employment in and around Oxford, then it fails to take into account existing excessive congestion in Oxford and plans to reduce traffic on Oxford's roads. If its aim is in part to allow residents of Didcot and elsewhere to drive to park and ride sites, then public transport should be improved to remove the need for the car journey. Schemes such as this embed the idea that all households need a car and that should always be the default mode of transport. The council need to move away from regressive and self-perpetuating encouragement of car use and I hope will reject this scheme and consider ways to provide affordable transport for all to enable a reduction in car trips and existing congestion.

Thomas Knollys  
[REDACTED]  
[REDACTED]  
[REDACTED]  
  
[REDACTED]  
[REDACTED]





**From:** [Planning - E&E](#)  
**To:** [Catcheside, Emily - Oxfordshire County Council](#)  
**Subject:** FW: HIFI scheme  
**Date:** 13 December 2022 09:02:36

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Hi Emily

For information.

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:** David Reichardt [REDACTED]  
**Sent:** 12 December 2022 19:55  
**To:** Planning - E&E <planning@Oxfordshire.gov.uk>  
**Subject:** HIFI scheme

**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.

We wish to object to the proposed HIFI scheme Ref. R3.O138/21 for the following reasons:

- 1) It will increase car use and cause increased pollution and environmental damage.
- 2) It conflicts with Oxfordshire's Local Transport and Connectivity Plan to reduce the number of cars and other vehicles on our roads
- 3) It will be a major threat to the Green Belt and goes against greenbelt policies.
- 4) The £300m cost of the HIFI scheme will be much higher in the future as a result of inflationary pressures.

R.C. Reichardt and family

**From:** [Planning - E&E](#)  
**To:** [Catcheside, Emily - Oxfordshire County Council](#)  
**Subject:** FW: Objection to Approval of HIF1 Funding (Reg 25) - Ref: R3.0138/21  
**Date:** 23 January 2023 09:01:48

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**From:** Sandy Oldfield [REDACTED]  
**Sent:** 19 January 2023 21:17  
**To:** Planning - E&E <[planning@Oxfordshire.gov.uk](mailto:planning@Oxfordshire.gov.uk)>  
**Cc:** Cllr Liz Leffman <[Liz.Leffman@Oxfordshire.gov.uk](mailto:Liz.Leffman@Oxfordshire.gov.uk)>  
**Subject:** Re: Objection to Approval of HIF1 Funding (Reg 25) - Ref: 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 Ms Catcheside,

I am writing to express my strong objections to the HIF1 planning application for the following reasons:

1. The road scheme is not financially viable, particularly in consideration of the current economic climate.
2. The main objective of the scheme is to support housing development. However, it has been designed as an arterial link (A34 to B4015 – effectively a South Abingdon bypass to East Oxford / M40), which will bring large volumes of commercial traffic, seriously impacting villages along the route.
3. In addition to the increased air and noise pollution that would arise from such large volumes of traffic (including an elevated road bridge so close to residences in Appleford), there will also be massively increased traffic through local villages and onto the A415. This will negatively impact on the health and wellbeing of local residents. I would also add that the Planning Officer at the Vale of the White Horse has made similar objections.
4. The road is contrary to Oxfordshire's Local Transport and Connectivity Plan to reduce car usage.
5. All affected councils have declared climate emergencies and set carbon reduction targets. Yet HIF1 is not compliant with these policies and counteracts local councils' abilities to reduce carbon emissions quickly enough.
6. The scheme will scar the landscape and breaches Green Belt policies.

Sincerely,

Dr Sandra Oldfield

[REDACTED]

**From:** [Planning - E&E](#)  
**To:** [Catcheside, Emily - Oxfordshire County Council](#)  
**Subject:** FW: Objection to HIF1 road scheme  
**Date:** 23 January 2023 09:02:45

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**From:** Chippendale Mike [REDACTED]  
**Sent:** 20 January 2023 10:10  
**To:** Planning - E&E <planning@Oxfordshire.gov.uk>  
**Cc:** Cllr Liz Leffman <Liz.Leffman@Oxfordshire.gov.uk>  
**Subject:** Objection to HIF1 road scheme

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.

I am writing to object to the planning application R3.0138/21

I am surprised that the Council is promoting this road in South Oxfordshire when it appears to be incompatible with the policies in Oxfordshire County Councils' own Local Transport and Connectivity Plan, and with their stated aim to reach net zero. I see that the local parish councils are objecting to the plan on the grounds of inadequate discussion of other possibilities of improving access. I also see that there are concerns from Vale and South Oxfordshire councils and from BBOWT about the impact on the affected green spaces and the Thames. Indeed the application breaches greenbelt policies.

I consider that the scheme should not proceed because:

It will cause traffic jams and divert traffic to create rat runs locally. Traffic volumes in villages will return to current levels in 10 years, so will only provide short-term relief, no long term solution.

It is contrary to Oxfordshire's Local Transport & Connectivity Plan to reduce car usage.

The road will damage the health and wellbeing of residents by increasing noise and air pollution.

The Primary Objective of the HIF1 road is to support housing development, but 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. It will scar the landscape of the surrounding areas.

All affected councils have declared climate emergencies and set carbon reduction targets. HIF1 is not compliant with these policies and undermines the ability of local councils to reduce carbon emissions quickly enough.

Kind regards

Michael Chippendale  
[REDACTED]

**From:** [Planning - E&E](#)  
**To:** [Catcheside, Emily - Oxfordshire County Council](#)  
**Subject:** FW: Objection to HIF1: planning application R3.0138/21  
**Date:** 16 January 2023 11:56:48

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**From:** Vicky Johnson [REDACTED]  
**Sent:** 16 January 2023 10:25  
**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 have not been properly explored.

Yours sincerely,

Vicky Johnson

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Planning - E&E](#)  
**To:** [Catcheside, Emily - Oxfordshire County Council](#)  
**Subject:** FW: Objection to HIF1: planning application R3.0138/21  
**Date:** 17 January 2023 08:33:35

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Hi Emily

First of a batch of objections.

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:** Victoria Shepherd [REDACTED]  
**Sent:** 16 January 2023 13:34  
**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,

Dear Cllr Liz Leffman,

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

1. It is not financially viable.
2. It will increase local 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, noting Adrian Butler's, Vale of White Horse District Council's response of 22 Dec 22, amongst others: "Given the comments made by the council's Environmental Protection Team (see below), whereby a number of residents of affected



dwelling 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."

Yours sincerely,  
Victoria Shepherd

Victoria Shepherd

[Redacted signature block]

**From:** [Planning - E&E](#)  
**To:** [Catcheside, Emily - Oxfordshire County Council](#)  
**Subject:** FW: Objection to HIF1: planning application R3.0138/21  
**Date:** 23 January 2023 09:01:18

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**From:** Alan Oldfield [REDACTED]  
**Sent:** 19 January 2023 18:17  
**To:** Planning - E&E <[planning@Oxfordshire.gov.uk](mailto: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,

Alan Oldfield

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [Planning - E&E](#)  
**To:** [Catcheside, Emily - Oxfordshire County Council](#)  
**Subject:** FW: Objection to HIF1: planning application R3.0138/21  
**Date:** 23 January 2023 09:06:53

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**From:** Alice Freeman [REDACTED]  
**Sent:** 21 January 2023 11:54  
**To:** Planning - E&E <[planning@Oxfordshire.gov.uk](mailto: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,

Dear Councillor Leffman and Emily Catchside,

I would like to add my voice to those objecting to the proposals for the HIF1 highway proposed by Oxfordshire County Council (R3.0138/21). This costly project would seriously contravene the interests of the county and the planet in the context of the climate emergency which we face.

Firstly, from an environmental perspective, to tarmac over more of Oxfordshire's Green Belt and encourage car use is ethically unacceptable, and is ultimately a threat to human and non-human life in Oxfordshire and globally. Policy-wise this is in clear contravention of the Climate Emergencies declared by the County and District Councils, the 'net zero' policies established by the County Council, SODC and the Vale of the White Horse District Council, and of the commitment to reduce car usage as per the Oxfordshire Local Transport and Connectivity Plan.

From the perspective of immediate human wellbeing, the loss of green space, increase in pollution and in noise levels will have a devastating impact of the local residents of the villages affected.

From the perspective of traffic management, the roads will not solve congestion but will merely move the problem elsewhere.

From the perspective of the interests of the County Council itself, the proposal will not only constitute a financial loss, but will harm the Council's reputation. The proposal demonstrates a lack of commitment to environmental standards and to the interests of the residents of Oxfordshire. Moreover the financial cost, government support notwithstanding, will impact what the Council is able to support in other more urgent areas such as affordable housing and social care.

I strongly urge you not to go ahead with this plan for the sake of the Council, the county

and the planet, and instead to focus on improving public transportation facilities.

Yours sincerely,

Alice Freeman  
University lecturer and resident of Oxford

Alice Freeman

[Redacted signature block containing three lines of greyed-out text]