Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Alan Atkinson
Address	
Type of Comment	Objection
Comments	I am writing to object to the proposal because there is the potential for a significant increase in road traffic through Sutton Courtenay as a route to access the new Thames crossing at the proposed roundabout between Sutton Courtenay and Appleford. There is no assessment in sufficient detail to address this issue despite the fact that the local parish councils have requested such an assessment on several occasions.
Received	12/12/2021 20:20:09
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Alice Freeman
Address	
Type of Comment	Objection
Comments	This road is completely unnecessary, expensive and extremely destructive to the local and global environment. It will not lead to any reduction in traffic (if anything it will increase it), will destroy more of the beautiful countryside in the area and will increase pollution and GHG emissions. Rather than spend money on this destructive and unpopular road, it would make more sense for the Council to focus on decarbonising local transport and improving public transport.
Received	10/02/2022 18:43:45
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Anton Fl?gge
Address	[redacted]
Type of Comment	Objection
Comments	There are already plenty of roads for motor traffic in the Milton Interchange/Didcot area. There is no need for motor traffic. If a new road is build, it should be for cyclists and pedestrians only. Cycling and walking infrastructure is urgently needed.
Received	27/01/2022 20:40:13
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Brenda Boardman
Address	
Type of Comment	Objection
Comments	The County Council has stated in LTCP that it wants to reduce car journeys by 25% by 2030 and by a third by 2040. These are extremely challenging tasks and require huge investments in new cycle paths, better pavements, more bus lanes. The very last thing that the council should be proposing is to invest large amounts of money in new roads, that will both create more traffic and more car journeys and divert money away from active travel provision. In addition, a majority of the cabinet stated, prior to the 9 May 2021 election in our CoHSAT survey that they opposed the building of new roads. They should honour their commitment to the electorate.
Received	11/01/2022 22:26:19
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Camilla Lambrick
Address	[redacted]
Type of Comment	Objection
Comments	There are enough roads disrupting wildlife; time to encourage rail and bicycles.
Received	31/01/2022 15:24:47
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Caroline Townsend
Address	
Type of Comment	Objection
Comments	Building or improving roads on Oxfordshire is inconsistent with the climate emergency. More roads encourage more traffic, when discouragement is needed eg the traffic- free neighbourhoods in Oxford. Build a cycle path instead!
Received	08/01/2022 21:31:09
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Caroline Townsend
Address	
Type of Comment	Objection
Comments	Building or improving roads on Oxfordshire is inconsistent with the climate emergency. More roads encourage more traffic, when discouragement is needed eg the traffic- free neighbourhoods in Oxford. Build a cycle path instead!
Received	08/01/2022 21:31:06
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Emma Plugge
Address	[redacted]
Type of Comment	Objection
Comments	This road will cost at least 218 million - money that should be invested in clean transport. 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.
Received	07/01/2022 17:48:16
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Gary Small
Address	[redacted]
Type of Comment	Objection
Comments	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. 1. Environmental: 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. 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? Health: 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. 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. Community: 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

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 10/12/2021 17:51:35

Attachments

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Ian Bush
Address	
Type of Comment	Objection
Comments	Impact on Culham Science Centre Nursery My main objection to this planning application is the impact it will have on the Nursery and Pre-School located at Culham Science centre. The plans refer to 'serve harm' in terms of noise and vibration, yet no mitigation methods are mentioned. I also expect the impact on the nursery is underestimated; the children who go here spend a lot of time outdoors in their garden and forest school, but the impact on them while playing outside does not seem to have been considered. The plans need to be revised to lessen the impact on what is a large nursery, which has over 100 children. The road leading to the main Culham site should be moved away from the nursery, and the mature trees that currently provide screening adjacent to the road that runs next to the nursery should be kept intact. Additional screening and mitigation methods, taking into account the effects on children playing outside, need to be implemented before these plans are approved. Impact on Cyclists and Pedestrians Outside of Scheme Area I am additionally concerned that there are no mitigation methods in place for locations where traffic is increased and traffic patterns will change. In particular: - Junction of A415 with Tollgate road, close to Europa School - this is a crossing used by school children aged 4-18. Traffic will increase along the A415 and make this more dangerous to cross. A proper pedestrian crossing needs to be added here as part of this scheme or before it goes ahead. - Junction of B4106 with Abingdon Road (Tollgate Road) - the traffic here is currently slowed as few people continue straight along the B4106 when coming from Sutton Courtneay, with most people turning to cross the Sutton Bridge. The new scheme will mean more traffic will continue straight along the B4106, making this an even more difficult junction to navigate as a pedestrian. The footpath needs extending so the road can be crossed with decent visibility, and a proper pedestrian crossing installed. - A415 from The Burycroft - Abingdon - traffic is set to significantly increase along this road, yet no proper provisions are made for cyclists. Cyclicsts have the choice of using a busy 40 mph road, where in reality many vehicles drive in excess of this, or a dangerous elevated footpath. A safe cycle path needs to be added here before any traffic is allowed to increase. - B4106 from Sutton Courtenay to Appleford - traffic is set to increase along this road, which is already dangerous for cyclists and pedestrians to use as there is no cycle path or footway. A shared use cycle path and footway needs to be created, to link up with the wide path that starts at the new Heritage Park/Orwell Park development. I would only be supportive of the scheme if the above points are resolved. It is good to see the scheme provides good cycling and walking provisions within its boundaries, but this does not make up for the impacts outside the extents of the scheme. I also have an objection to the public consultation period, it has been poorly advertised and is much too short given the sheer amount of documentation, which is very difficult to understand. This should be advertised properly, with an appropriate consultation period and easier to understand information for each section of the scheme.
Received	11/12/2021 22:54:57
Attachments	

	I also have an objection to the public consultation period, it has been poorly advertised and is much too short given the sheer amount of documentation, which is very difficult to understand. This should be advertised properly, with an appropriate consultation period and easier to understand information for each section of the scheme.
Received Date	11/12/2021 22:54:59
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Camilla Lambrick
Address	
Type of Comment	Objection
Comments	Proposed road would be thin end of wedge, opening up yet more Green Belt to destruction, in pursuit of ever more economic growth: Precursor to huge rate of house-building, & encouraging new rat-run between A34 & M40. Thorough appraisal must be done, of alternative solutions to issues of transport, to reduce its net carbon emission; including minimising need for travel. History of new roads tells us they encourage both more traffic, & more erasure of nature. For society to be sustainable, our natural environment's our ultimate, but finite resource. Ever more economic growth, demands ever more people, taking yet more space from natural environment, & extracting yet more natural resource. Consequently, with less natural environment, more construction, & more consumption of natural resource, this means more net carbon emission, less biodiversity, & more ecological harm. This direction's exactly opposite to where we must go, to mitigate both climatic change, & ecological collapse.
Received	31/01/2022 15:24:47
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Jessica Upton
Address	
Type of Comment	Objection
Comments	At a time when we should be getting cars off roads to try and combat climate change building new roads is simply not the way forward.
Received	07/01/2022 19:34:29
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Katherine Harrop-Griffiths
Address	[redacted]
Type of Comment	Comment
Comments	I have already put in an objection but have noticed an error in what I have typed. I wish to correct this error. In point 10 of my objection I incorrectly called the tables referred to A 30 and A 31. I was in fact referring to tables 6.30 and 6.31 on page 102 of Didcot HIF1 Transport Assessment part 1 concerning the traffic flows at the junction of the High Street with Church Street/Brook Street.
Received	12/12/2021 20:31:59
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Katherine Harrop-Griffiths
Address	[redacted]
Type of Comment	Objection
Comments	This is an objection and not a comment (see above question) - there is only space for comments however! My main objection is in relation to the proposed junction/roundabout just outside Sutton Courtenay to the south of the river crossing. 1. A great deal of traffic comes round our house throughout the day on the B4016. In the morning rush hour it is often static and idling outside my bedroom window for some considerable period. Much of it is rat run in nature and a good deal of it comes from South Abingdon - hence its name as the South Abingdon Bypass. 2. Most traffic comes from the Drayton direction in the morning peak, and towards Drayton in the afternoon peak, and in both directions throughout the day, albeit at a much reduced volume outside rush hours. 3. The traffic coming from Drayton along Brook St. is the principal cause of the tailbacks from the bridge in the morning peak, their length and the slow movement of vehicles.. 4. This is also the principal cause of the queues in High St. where the drivers have to give way to those coming from Brook St. 5. The queues back from the bridge in the morning peak reflect, at a simple level, the fact that the volume of traffic exceeds the ability of the current system to dispose of it effectively. But at a less simplistic level, it also reflects the volume of traffic coming along the Drayton Rd/Brook St as well as that coming down High St. 6. The new scheme may well reduce the volume of traffic along High St. from/to the south as those in Didcot, Milton Park, Milton and like areas will have easy access to the new road scheme without coming this way. 7. However, the new scheme does nothing to reduce the traffic coming to/from Brook St. 8. Not only that but the likelihood is that this route will be seen as a good way to reach the new system by cutting through Sutton Courtenay without the queues from the bridge. It is likely, therefore, that the road outside this property will attract many drivers who are currently deterred by the queues. This may then increase the volume of traffic through this small village. 9. The documents, in particular the Transport Assessment, contain regular references to traffic models. However, none of the models address the question of the effect on the traffic to/from the Drayton direction coming past this house and the extent to which it is likely to be increased by reason of the proposed connection. This is a huge shortfall in planning. 10. It is striking that Tables A 30 and A 31 in Part 1 of the Transport Assessment concentrate on the potential reduction of traffic from High St without any mention of the traffic from Brook St. Nor do the hypothetical queue reductions reflect the fact that drivers from High St, even if reduced in numbers, will still have to give way to the volume of traffic coming from Brook St. It is as if those preparing these figures did not understand that the reason that traffic from the High St queues at the junction is largely because of the traffic flow from Brook St., which has priority, and the major contribution that this makes to the tailback from the bridge. 11. The modelling is not only deeply flawed in this respect but it is also clearly incomplete in ignoring a highly relevant contributory factor in the current delays or the fact that that factor will still be present, present indeed in exacerbated form, if this connection is in place. In other words, the changes proposed may increase the queues in High Street and not reduce them. 12. It is also clear from our correspondence with the OCC that no consideration has been given to this factor - the OCC 26.11.20 letter focuses on the suggested reduction of traffic from/to High St. In so far as it deals with the Brook St. traffic it is only because we raised it and only in terms which a) illustrate that there has been no modelling of this factor b) are based on a bland and erroneous assumption that the traffic would have come this way anyway.

13. The correspondence, particularly that letter and the later OCC letter of 12.4.21, show a big lacuna in the information-gathering exercise as the numbers of coming into Church St. were not divided between those coming from High St. and those from Brook St. A proper examination of this sort would have included this information and, in relation to those coming from Brook St., the proportion coming from Drayton and from Milton respectively; and of those coming from Drayton the number turning into High St. from the Abingdon and Steventon directions respectively.
14. No such examination has taken place and it may be of significance that the earlier versions of the river crossing did not contain any proposed connection.
15. Further, the OCC letter of 12.4.21, the substance of which is dealt with in our letter of 30.4.21, contains a good deal of obfuscation in terms of the pictures unnecessarily added and the details of the modelling technology - the most sophisticated model in the world is useless and misleading if it is given insufficient or inaccurate data.
16. Despite the promise of further consultation and engagement to us (in the letter of 12.4.21) and many others (e.g. the local parish councils) there has been none, and instead this voluminous application has been launched with a very short deadline and documents attached in no sort of order making it difficult to find things efficiently
17. There is, in short, an absence of insight into, investigation or diagnosis of the queuing problems in Sutton Courtenay and a notable lack of rigour about the modelling that has taken place.
18. Objection is taken to any form of connection, whether roundabout or T-junction. If there is to be a connection then there should be all possible forms of mitigation and deterrent to avoid the magnetic effect that it is likely to have - speed limits, road bumps, chicanes, traffic lights, weight and size restrictions, no entry to the waste vehicles save for collection purposes, termination of the Hanson licence. The road should also be de-rated in order to deter traffic. If the connection is to be by way of T junction then the Sutton Courtenay-Appleford road link should be retained by underpass or flyover. We wish to remain closely linked with Appleford.
19. In any event Sutton bridge should be kept open to vehicular traffic. We value our close links with Culham.

Received 11/12/2021 22:54:57

Attachments The following files have been uploaded:
1. Letter to OCC 18.11.20.pdf
2. OCC reply re traffic 26.11.20.pdf
3. Response to OCC re traffic 12.20.pdf
4. OCC further response 12.4.21.pdf
5. Letter to OCC in further response 30.4.21[13355].pdf

[redacted]

[redacted]

[redacted]

[redacted]

Highways Department,

Oxfordshire County Council,

County Hall,

New Road,

Oxford OX1 1ND 18 November 2020

For the attention of Jason Sherwood,

[redacted]

Dear Sirs,

We write as the joint owners of the above property, which is adjacent to the B 4016 and the Triangle in the middle of Sutton Courtenay. It lies very close to the carriageway where Brook St becomes Church St.

The purpose of this letter is to engage the attention of the Highways Department to two specific aspects of this busy road with a view to at least developing some dialogue. First the effect on the fabric and structure of our property should the current proposals of a roundabout outside the village near the new bridge proceed, at least without a great deal of traffic restraint and disincentive. Second, and in any event, the consequences for the property of the weight (in its literal sense), volume and frequency of traffic as it has been over the last several years.

This is a vulnerable building. Listed Grade 2 it goes back to the end of the 16th Century, at which point in its original form it comprised 2 timber-framed cottages at right angles to each other and about 15 ft. apart. There are no foundations as such. These cottages were joined together in the early 18th Century and what was now a substantial house was given the Georgian treatment with large windows on the long front elevation overlooking the highway. In about 1900 the front and side elevations had cement-based pebble-dash rendering applied. This proved to be a mistake as the rigid nature of the cladding prevented the timber frame from breathing and, when it developed cracks, allowed water to enter and cause rot to the main frame.

In 2005, when we acquired ownership, the front and side cladding was replaced in its entirety by a lime render on new wooden laths with the main timbers at each end of the front elevation having to

be replaced. This was a major undertaking. It was carried out to a high standard by IJP Ltd, (now Owlsworth IJP) specialists in old traditional buildings.

Within a few years the lime plaster developed cracking, mainly on the long front elevation. This was put down to settlement and the cracks were filled. More recently two significant vertical cracks have developed at the front corners of the building, i.e. in the Southwest and Southeast corners. They go up to roof level – there are 3 storeys. At these corner points the building is very close to the road – the Southwest corner is about 1200 mm from the edge of the carriageway. In the case of the Southeast corner the distance is approximately 3m but there is a brick outhouse attached and this is much closer – at about 1,300 mm from the carriageway.

There is also a bulge at first floor level towards the Southwestern corner of the front elevation. This has also led to cracking locally.

We have filled the Southwestern crack up to about two thirds of its height on a temporary basis pending an anticipated return by Owlsworth IJP in the new year. It is likely that they will open up the cracks at the corners and around the bulge, where we also placed an interim lime filler.

While we have not yet commenced any monitoring of the vibration caused by traffic it seems tolerably clear that the location, size and nature of the cracks are likely to be connected to the weight, frequency and volume of traffic. Leaving aside, for one moment, the numerous cars and small vans that come this way, the road also sees some heavy vehicles that pass us with a frequency which cannot do the property any good. The surface of the road is not well kept. Repairs were carried out about 9 months ago but more defects have since appeared. An online complaint was not treated seriously.

In particular this is a HGV training route, Hansons bring heavy cement-mixing lorries past us very regularly and the council tipper trucks from around the area use this road en route to their base. It is not unknown for some of these vehicles, not to mention the smaller traffic, to exceed the speed limit. As your plans should show, our access is onto the end of the bend and less than ideal.

Other than the speed limit there are no restrictions on the size of vehicles and no disincentives in the shape of speed bumps or weight limits. This is by contrast to Sutton Courtenay High St, where there are also many properties close to the carriageway and where there have been speed bumps and weight limits for many years.

With that background, the points on which we would like to engage your specific attention are as follows:

1 Our house is and has been suffering from an excess of traffic, not least the heavy vehicles mentioned above. This alone calls for some action by your department in considering what traffic restrictions are needed in order to prevent further damage.

2 Whatever your modelling may show we are extremely concerned that the current proposals, which envisage a connection with the new bridge just outside the village, will exacerbate the traffic problem and cause further damage to the property. It is most regrettable that the road from Drayton through to Sutton Courtenay and beyond is known as the 'South Abingdon Bypass'. This development, however it was allowed to happen, needs to be mitigated rather than aggravated. We are sceptical of the notion that the new proposed roundabout at Lodge Hill will reduce the traffic past this house. The notion that a significant part of the traffic we experience is due to the traffic jams around the McDonalds roundabout caused by traffic trying to turn right onto the A34 seems too remote.

3 What is required is for all through traffic that would otherwise be minded to come this way to be directed firmly onto the new system starting at the new large roundabout. Give drivers an alternative through route and many will take it. Genuinely local traffic can use the old bridge. The need for a junction for access to the new bridge is misconceived.

4 As an alternative to the above, if there is to be some sort of junction then you should look at all potential disincentives such as chicanes, traffic lights, speed bumps and speed restrictions. Any roundabout or other junction just South of the river outside the village will act as a magnet.

We appreciate that you will be familiar with these arguments and will have seen their like from many local objectors. However, the purpose of this letter is to endeavour to engage your attention to the particular problems we face in terms of damage to a valued listed building that is very close to the carriageway and is therefore exposed to not only the current excess traffic but also that which we fear is likely to develop if current proposals are not altered.

We look forward to hearing your observations and would welcome, and encourage, a visit so that our concerns can be seen directly.

Yours faithfully,

CRW Leonard and Dr K Harrop-Griffiths.

Communities
County Hall
New Road
Oxford
OX1 1ND

Susan Halliwell
Director for Planning and Place

Mr. Leonard & Dr K Harrop-Griffiths
[redacted]

26th November 2020

Dear Mr. Leonard and Dr Harrop-Griffiths,

Thank you for your letter to the Highways Department at Oxfordshire County Council, addressed for my attention. I am sorry to read that you are experiencing problems with your property. Although the four specific points to which you refer do not fall entirely within my remit, I have sought responses, and these are set out below; points 2 – 4 are addressed together with point 1 covered as separate issue.

Your point 1

You ask about traffic restrictions. Brook Street / Church Street, Sutton Courtenay is a 'B' classified road (B4016) and as such it wouldn't be weight restricted. To this end, HGV's are expected to be using it.

In respect of large vehicles causing ground-borne vibrations that may be damaging your property, I regret that the County Council does not carry out seismograph work. The procedure would be for you to commission a structural engineer to undertake the appropriate monitoring work on your property and subsequently submit a report to the County Council if found to be applicable.

Your points 2,3 & 4

The Housing Infrastructure Fund (HIF1) package of measures, which includes the new Thames river crossing, is designed to mitigate the impact of current and future levels of traffic growth. The traffic growth is largely as a result of housing and commercial development. Indeed, HIF1 is largely funded by Central Government to unlock new homes.

Emerging traffic modelling comparing the future year with and without the HIF1 scheme shows a significant reduction in peak hour traffic movements in Sutton Courtenay, particularly past your property access on Church Street, in the with HIF1 scheme scenario. Even without a traffic model, this principle makes sense as existing and future residents from parts of Didcot wishing to travel north (e.g. to Culham Science Centre, Abingdon,

Oxford Science Park, or BMW etc) currently have the choice of travelling through Long Wittenham or Sutton Courtenay and Culham to cross the River Thames or on the A34 (if Oxford bound). The new river crossing enables a direct route from Didcot Northern Perimeter Road to the A415, enabling these vehicles to use a modern standard of road which is convenient and direct, rather than travelling past your property. The same is true in reverse, for drivers from East Oxford and Berinsfield etc travelling south to work at Milton Park. They may currently choose to travel past your property, whereas the new river crossing would offer a superior route. Through development and implementation of the HIF1 scheme a revised signing and routing strategy will be established and put in place to coincide with opening of the new infrastructure.

You will be aware of the peak time queueing past your property as a result of the congestion tailing back from the Culham Cut and Sutton Bridges; which are too narrow for two-way working and for today's traffic levels. The new river crossing scheme aims to remove this queuing by providing a more suitable route. In the AM peak, the majority of vehicles (more than 70%) approaching the Abingdon Road / Appleford Road junction from the west, turn left to travel over the existing bridges, and then turn right on the A415 to head east towards Culham Science Centre etc. The new river crossing scheme enables this journey to be made along a modern standard of road, removing a significant portion of traffic from the existing bridges, and the associated queuing. However, for this route to work, drivers need to be able to access the new river crossing at the east of the village. Originally, OCC investigated a 'T' junction here instead of a roundabout, but the traffic modelling showed queues forming back towards the village as vehicles struggled to find gaps in the north/south flow. If drivers are delayed too much getting onto the new road, there is a temptation to continue to use the existing route over Culham Cut and Sutton Bridge, resulting in queues back through the village, past your property. A roundabout creates priority and reduces speeds on the new river crossing road for northbound and southbound drivers, making it more convenient for vehicles from the Sutton Courtenay direction to pull out onto the new road.

If any drivers from the west (e.g. Drayton, Steventon, Milton) use the future scheme, it follows that they would have been travelling through the village and past your property in any event. For example, a Drayton resident driving to Culham Science Centre would already be travelling past your property and using the existing river crossings. The scheme would now provide for that existing movement, but on a more suitable river crossing and with less queueing through the village, as explained above. The same is true in the southbound direction, as explained in the previous Milton Park example. Depending on a driver's origin and destination, the scheme either offers an alternative route which removes vehicles from the village, or it reduces the existing queuing in the village created by drivers currently travelling through to use the existing crossings.

Whilst the HIF1 scheme mitigates development to a degree, it will not solve all problems created by traffic growth. Developers of housing and commercial schemes will also be expected to mitigate their own harm, subject to the Community Infrastructure Levy Regulations (CIL). Mitigation can include traffic calming schemes. Additionally, it is always

advisable to inform your parish council of your aspirations as many parish councils have success in securing infrastructure to mitigate development through Neighbourhood Development Plans (NDPs). Parish councils also receive more CIL funding if they have an adopted NDP. It is strongly encouraged to engage with this process.

I trust that the above addresses your concerns and provides clarity around the evolution of the HIF1 infrastructure project, together with advising you upon appropriate course of action in relation to structural matters concerning your property.

Yours Sincerely

Jason Sherwood
Growth Manager – South & Vale

Direct line: 07795 384708
Email: Jason.sherwood@oxfordshire.gov.uk

Jason Sherwood Esq,

Highways Department, Oxfordshire CC By email 20.12.20

Dear Mr Sherwood,

Our thanks to you and your colleagues for your letter of 26th November in reply to ours of 18 November 2020. We do have a number of observations, for which we will use similar headings to those set out in your letter. We also have some questions, which will be listed after the observations and the reasons for which should be tolerably apparent from those comments.

Observations

Our point 1

Any question of analysis of the vibratory effect of traffic on the property will have to await an initial consideration of the cause of the cracks in the fabric. We expect this to take place next year and meanwhile take the opportunity of correcting an error in our original letter – the bulge referred to on page 2 is towards the Southeastern corner of the long front elevation.

Before we leave this point, for now at least, we are interested in how the road adjoining our property has come to bear quite so much traffic when compared to the High St. Mr Leonard lived in this house for over 20 years from 1949. In the 1950s the great majority of the traffic flow past this house consisted of movement from Church St to High St and vice versa with very little Church St traffic coming from or going to Brook St/Drayton Rd. The speed bumps in High St were not introduced before about 1970 as it was possible in the late 1960s to drive along that road at a speed which would not be sustainable now, at least without serious discomfort to the driver and/or vehicular damage. There have thus been significant changes over the last 50 years or so as a result of which the traffic flow between Church St and High St has been, as a proportion of the whole, reduced and between Church St and Brook St/Drayton Road proportionately increased. As a consequence both of this and the speed bumps and other restrictions the houses along Brook St/Drayton Road and to the Triangle have not enjoyed the degree of protection from traffic that has been accorded to houses along High St. Similar protection for such properties is required.

Our points 2, 3 &4

Your paragraph beginning “Emerging traffic modelling …..”.

i) Your response is focused on traffic to and from Didcot and Milton Park via High St and Church St. Our primary concern is not with drivers to and from Didcot/Milton Park as

these are relatively few by comparison with those using the Brook St/Church St route. The new scheme offers nothing to reduce the volume of those who can be expected to continue to flood down Brook St into Church St and onwards, under your proposals, to the river crossing. These currently provide the major nuisance and are largely responsible for the build-up of huge queues for the current crossing. See further below;

Your paragraph beginning "You will be aware …..".

ii) Your analysis of the cause of the tailbacks is clearly correct so far as it goes; but incomplete. One of the causes is undoubtedly the narrowness of the bridges. The other principal cause is the volume of traffic. The root cause of the problem is not single but two-fold – one might put them together to say that the bridges are too narrow for the volume of traffic permitted along this route. Your letter shows that you are focused on the first, not the second; on traffic movement rather than volume. Removing one of the causes may abate the level of queuing back from the traffic lights but, unless something is done to reduce the flow of traffic through Sutton Courtenay along Drayton Road, the levels will still be far too high for a village and will probably lead to queues elsewhere. Moreover if there is a connection with the river crossing east of the village then, without further steps, the volume of traffic along Brook St/Church St is unlikely to diminish. Rather, common sense indicates that it will increase as a number of drivers, currently deterred by the tailbacks, may take this route.

iii) The fact that over 70% of vehicles at the AM peak turn left to cross the bridges reveals no more than what we would expect – that the current lack of other options for crossing the river are drawing many more vehicles to a route through Sutton Courtenay than would be the case if they could be successfully directed to some other route. The approach of the CC appears to be to accept this as a fait accompli so far as traffic from and to the west is concerned; to accommodate, we might even say encourage, the present stream of vehicles through the village along the Drayton Road rather than to consider how it might be reduced. The focus appears to be simply on movement rather than volume of traffic, again addressing only one half of the problem. There needs to be a more rounded ambition to improve all aspects of the present situation;

iv) In the middle of this paragraph you say that, for this route to work, drivers need to access the new crossing at the east of the village. The inference from what follows is that this needs to be through the village. It ignores the opportunities opened up by the new road system and of drivers to and from the west accessing the river crossing from the Milton Roundabout and through that new system. It is to assume that Sutton Courtenay should continue to adopt the role of the South Abingdon bypass and attract the sort of level of traffic along the Drayton Road and into Church St, and vice versa, which has very substantially contributed to, and resulted in, the long tailbacks. It is to approach this as something to be accepted and accommodated rather than controlled or mitigated.

v) In any event, as an entirely separate point, the CC appears to be proceeding on the basis that there will be no tailbacks at the roundabout. For now we will refrain from commenting on what we understand may be a contentious issue.

Your paragraph beginning "If any drivers from the west …".

vi) We are not at all reassured by the notion that many of the drivers from the west who would, if there is no disincentive, come this way under the new Scheme would have come this way anyway. The perpetuation of this aggravation is just what we fear. We will not repeat what we have already said but it is likely that more drivers will come this way unless persuaded otherwise. We are troubled that the CC seems to regard this as acceptable and to have not looked for any solution. Such solutions would include all possible means of directing traffic from the west, in particular South Abingdon and Drayton, onto the Milton Interchange and thence the widened A 4130 and the route that it offers over the new roads to the new river crossing; and/or chicanes, speed limits, traffic bumps and traffic lights as well as weight and size restrictions such as those in play elsewhere.

We will not comment on the rest of the letter save to thank you for your suggestions in the penultimate paragraph and to say, as will be apparent from the foregoing, that our concerns are far from allayed by your letter. We now turn to the questions.

Questions

Your paragraph beginning "You will be aware ……":

1 When was the exercise or study reflected in the details set out in the third full sentence (beginning "In the AM peak …") carried out?
2 In that exercise or study what was the number of vehicles approaching the Abingdon Road/Appleford Road junction from the west, how many turned left over the bridges and how many, having turned left over the bridges, turned right onto the A 415?
3 Of those same vehicles in 2 above, i.e. those turning left and over the bridges, how many had entered Church Street from Brook Street/Drayton Road?
4 Of those vehicles mentioned in question 3 that had entered Church Street from Brook Steet/Drayton Road, how many had come from Drayton, how many from Milton, and of those coming from Drayton how many had turned left from Abingdon Road into Drayton High Street and how many had turned right from Steventon Road into Drayton High Street?
5 Of those vehicles mentioned in question 2 who did not turn left over the bridges, how many accessed the A 415 via Long Wittenham?
6 Please in all cases provide the like figures in the reverse situation for the afternoon peak.
7 In so far as any of these questions address matters which were not covered by the particular exercise or study mentioned please answer them from such other exercises analyses or other sources of information that are available to the Council.

Generally

8 Does the emerging traffic modelling (your paragraph beginning "Emerging traffic modelling ….") show whether, and if so to what extent, there is any expected alteration

in peak hour traffic movements from Brook St/Drayton Road to Church St, and vice versa, both with and without the HIF1 Scheme? If so, please provide details.

9 What modelling and/or analysis has been carried out by or on behalf of the County Council to consider the likely consequences in terms of peak hour traffic volume and movement through Sutton Courtenay both from and to the west (i.e. Brook St/Drayton Rd to Church St during morning peak hour and vice versa for the afternoon peak hour) in the event that there is variously: a) no connection with the new river crossing to the east of the village; b) connection by T junction; c) connection by roundabout; d) connection by slip road or other means?

10 When was such modelling and/or analysis carried out and what does such modelling and/or analysis show, to include details of any likely or possible tailbacks from the point of connection in the peak morning hour?

11 In relation to the proposed connection to the river crossing to the east of Sutton Courtenay, what consideration has been given by or on behalf of the County Council to the question of encouraging drivers from the west who in the morning peak travel through Sutton Courtenay from the west, (i.e. along Brook St/Drayton Road into Church St and beyond to the bridges, turning right onto the A 415), to make their journey instead via the Milton Interchange and thence onto the new road scheme and river crossing; and or from discouraging such drivers from going through Sutton Courtenay whether by means of traffic lights, speed limits, road bumps, chicanes, weight limits or otherwise?

12 In relation to that proposed connection, what consideration has been given by or on behalf of the County Council to the effect of such connection on the behaviour of a) those drivers referred to in question 5 above (i.e. those accessing the A 415 through Sutton Courtenay and Long Wittenham) and b) those drivers who are or may currently be deterred from travelling from the west through Sutton Courtenay to the A 415 and vice versa because of the tailbacks from the bridges?

13 In so far as any answer to these questions sets out or refers to the details or contents of any modelling analysis or consideration carried out or given by or on behalf of the County Council please also give particulars of any updates to such modelling analysis or consideration, its details or contents.

14 Finally, we would be grateful for an explanation of whether and, if so, to what extent the summary of Mr Leonard's recollection (as set out on page 1 above) is correct.

We thank you for your patience and look forward to hearing from you in due course.

Yours sincerely,

CRW Leonard and Dr K Harrop-Griffiths

Communities
County Hall
New Road
Oxford
OX1 1ND

Eric Owens
Assistant Director
Growth and Place

Mr. Leonard & Dr K Harrop-Griffiths
[redacted]

12th April 2021

Dear Mr. Leonard and Dr Harrop-Griffiths,

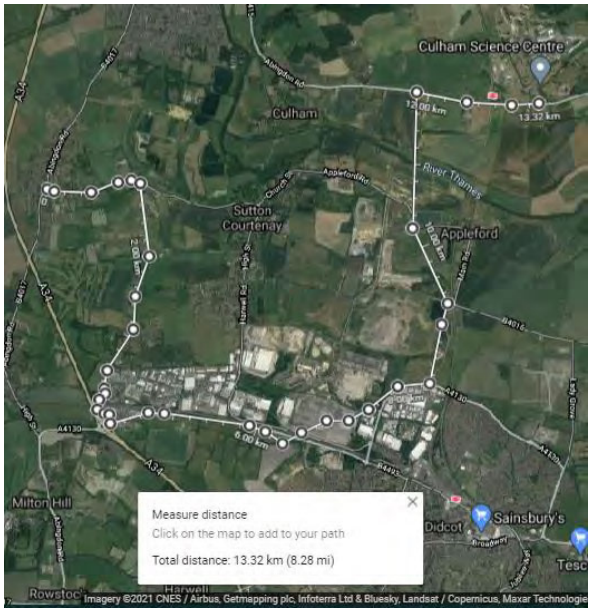
Thank you for your enquiries regarding the HIF1 scheme proposals. My HIF1 colleagues have helped to inform this response, using emerging information from draft documents which will form part of the planning application for the HIF1 scheme. Please accept my apologies for the delayed response. In order for your queries to be answered in as much detail as possible, it was necessary for colleagues to have been in receipt of additional information, only recently received by Oxfordshire County Council (OCC). For your information, prior OCC making its planning application (summer 2021) for the HIF1 infrastructure, OCC intends to host HIF1 information events, to help explain in more detail what will be included in the application. For all interested parties, the format (in-person or/and online) and timing are currently being developed.

The following paragraphs and graphics seek to address the additional questions you have asked in your follow up correspondence of 20th December 2020.

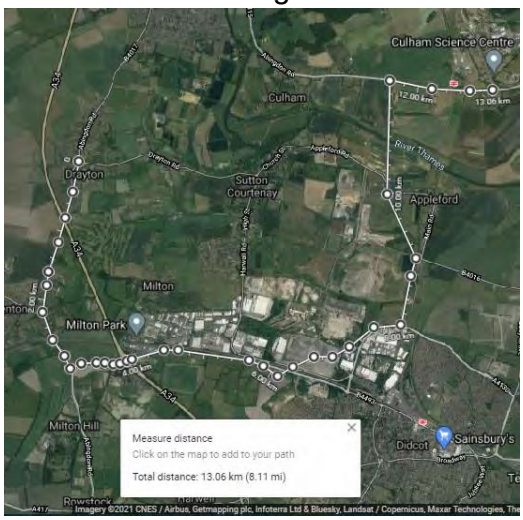
Volume of traffic, routing, calming

Your letter refers to volume of traffic and routing. The following seeks to clarify OCC position. One of the objectives of the HIF1 scheme is to reduce the queuing through the Sutton Courtenay village and not to seek to entirely remove the volume of traffic. As stated in my previous response, if any drivers from the west (e.g. Drayton, Steventon, Milton) use the future scheme, it follows that they would have been travelling through the village and past your property in any event. Using Culham Science Centre as a destination, we have approximately measured your suggestions of having drivers from Drayton travel down to Milton Interchange if they wish to travel east. Via Sutton Courtenay, the obvious route regardless of the HIF scheme, is approximately 7.4km. Via Milton Village is approximately 13.3km. Via Steventon Village is approximately 13.1km. Your suggestions almost double the distance, and therefore are not considered a realistic route that drivers would take. You will also appreciate that the Highway Authority must take many competing demands into account, and the residents of Milton and Steventon would not likely be supportive of removing the vehicles that already travel through Sutton Courtenay in any event, and routing them through their villages.

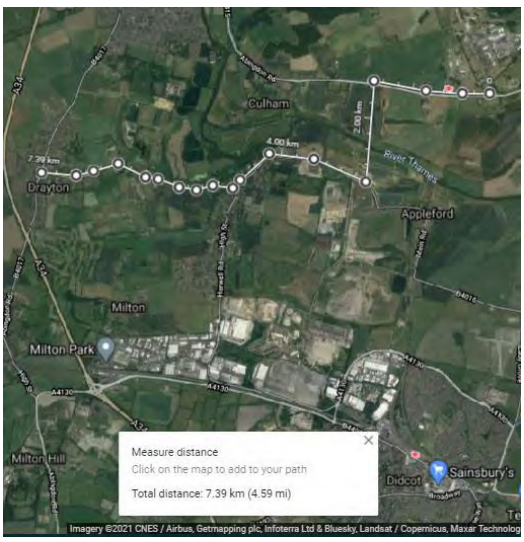
Via Milton Village:



Via Steventon Village:



Existing route, via Sutton Courtenay:



That being said, you also ask about potential traffic calming on Brook Street. A recent housing development in Sutton Courtenay (planning application reference P18/V0069/O) is required to pay £119,519 plus indexation towards a traffic calming scheme on roads in Sutton Courtenay. It is understood that Sutton Courtenay Parish Council (SCPC) is liaising with the County Councillor in relation to this. I advise that you liaise with SCPC regarding potential calming on Brook Street / Drayton Road.

Data

Detailed origin and destination information requested in your questions 3-5 are not available as they would require extensive Automatic Number Plate Recognition (ANPR) surveys, roadside interviews, driver address details etc. My statement "In the AM peak, the majority of vehicles (more than 70%) approaching the Abingdon Road / Appleford Road junction from the west, turn left to travel over the existing bridges, and then turn right on the A415 to head east towards Culham Science Centre etc." was based on traffic turning count surveys from Wednesday 10th May 2017. We hold 6 days of surveys in May 2017, replicated here:

Appleford Road / Abingdon Road 08:00-09:00

Date	Left	Straight	Total	Percentage turn left
Tues 09 May 2017	402	111	513	78%
Weds 10 May 2017	333	94	427	78%
Thurs 11 May 2017	330	107	437	76%
Tues 16 May 2017	283	96	379	75%
Weds 17 May 2017	333	104	437	76%
Thurs 18 May 2017	328	98	426	77%

Tollgate Road / Abingdon Road 08:00-09:00

Date	Left	Right	Total	Percentage turn right
Tues 09 May 2017	173	337	510	66%
Weds 10 May 2017	140	342	482	71%
Thurs 11 May 2017	148	312	460	68%
Tues 16 May 2017	162	275	437	63%
Weds 17 May 2017	150	315	465	68%
Thurs 18 May 2017	148	319	467	68%

Church Street / Brook Street / High Street junction

Emerging traffic modelling for the year 2034 is showing that the HIF scheme creates a reduction in two-way flows on Church Street (past your driveway gates) of 26% in the AM peak and 17% in the PM peak. In that future year without HIF, modelling is showing very long queues (200-700 vehicles) at the Church Street / Brook Street / High Street junction near your house, whereas with the HIF scheme these are significantly reduced to 1-20 vehicles.

Junction with new road

OCC first looked to provide access to Sutton Courtenay via a ghost island right turn priority junction (similar to that proposed for the Appleford junction) instead of a roundabout. Traffic modelling showed that this resulted in queues and delays back towards the village, reducing the benefits of the scheme on the existing river crossing at Sutton Bridge and Culham Cut. Therefore, a roundabout was included to help maximise the queue reductions in Sutton Courtenay and Culham villages. The emerging traffic modelling is predicting average queues on the Sutton Courtenay roundabout arm to be 2 vehicles in the peak hours.

Further information on modelling

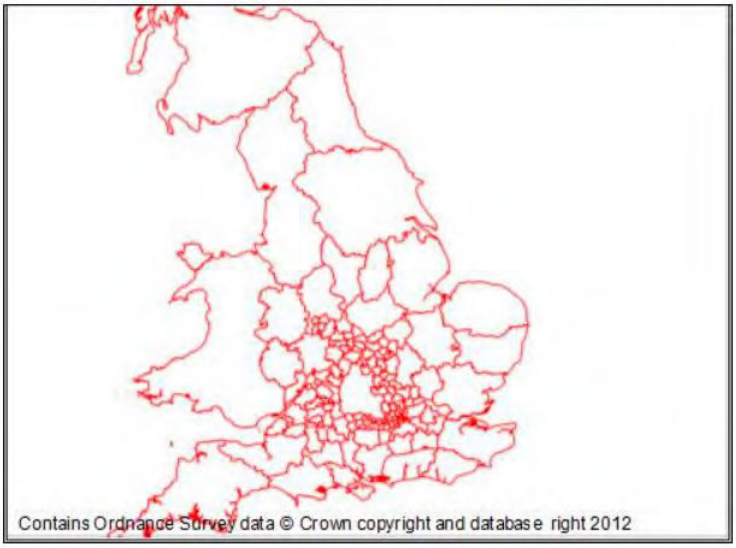
HIF1 officers recently met with Sutton Courtenay Parish Council and provided information on types of traffic modelling. This is replicated here for your information:

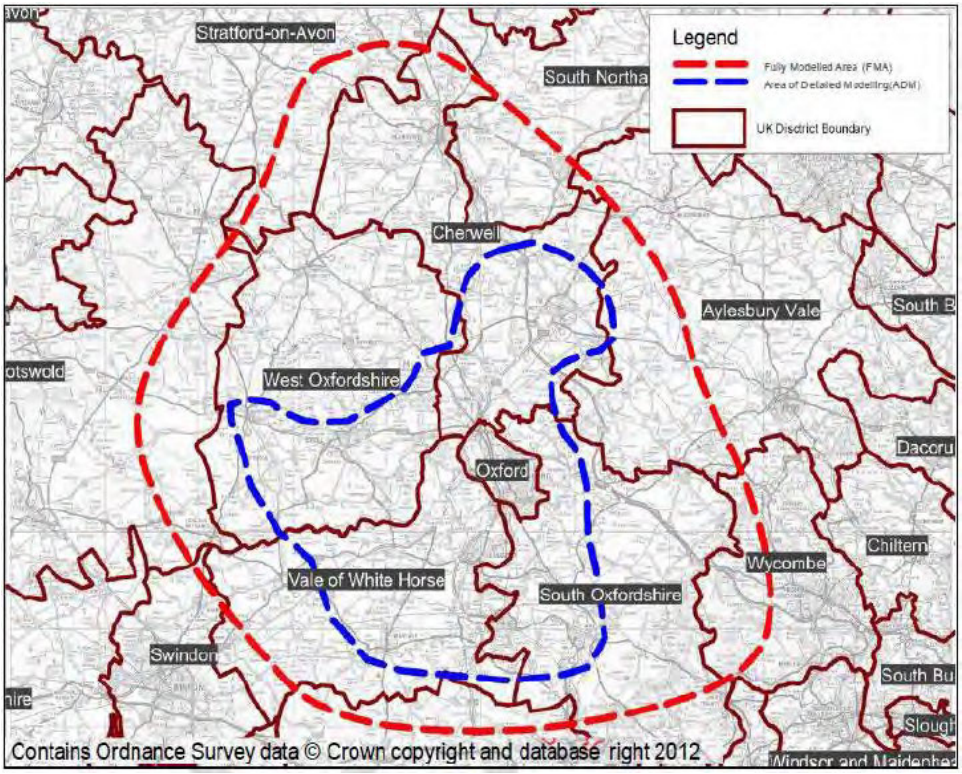
OCC explained the three types of industry standard transport modelling which have been / are being / will be used to inform the HIF1 scheme:

Strategic Modelling - SATURN

HIF1 proposals were investigated in OCC's county-wide Oxfordshire Strategic Model (OSM). This model formed the main transport evidence base for the Vale of White Horse District Council (VOWHDC) and South Oxfordshire District Council (SODC) Local Plans, which included the HIF1 schemes. The housing and employment growth in the model are informed by the Local Planning Authorities (VOWHDC and SODC). This model has zones across the country, with a fully modelled area covering Oxfordshire County, and an area of detailed modelling within that covering Didcot and surrounding areas, as shown in the following plans:

Figure 4-7 OSM Zones in the Hinterland and External Area





Microsimulation Modelling - Paramics

OCC, VOWHDC, and SODC jointly funded a microsimulation model for Didcot and surrounding areas. The Paramics Discovery software reflects individual vehicles, and their interactions with each other and the road network. Individual vehicles choose routes from their origin to destination based on their perception of the best route available and considering traffic congestion within the study area as they would in reality. The model was developed using an extensive suite of traffic surveys from late 2016 and 2017, including junction turning counts (film cameras on lighting columns etc at junctions), Automatic Traffic Counters (often seen as two rubber tubes across the road), and moving observer journey time measurements (cars driving through the network with GPS trackers). OCC updated the housing and employment trajectories in the model in 2020 using updated information provided by the Local Planning Authorities (LPA), including the VOWHDC and SODC Local Plan housing sites. The software allows detailed modelling of scheme options under multiple future growth scenarios.

This plan shows the original Paramics base model network (note the updated network includes several changes such as Harwell Link Road):

Local Junction Modelling – ARCADY, PICADY, LinSig

ARCADY (roundabout junctions), PICADY (priority junctions), and LinSig (signalised junctions) software allow detailed modelling of specific junctions. This is the modelling often used in Transport Assessments.

OCC explained how it is industry standard for traffic models to reflect / predict traffic environments for average morning and evening weekday peak hours. SCPC queried road network resilience, and what might happen if vehicles broke down and blocked a new road. OCC explained that the scheme designs are informed by modern standards from the Design Manual for Roads and Bridges (DMRB), and that we should provide for 'average' conditions rather than anomalous events. Otherwise, dual carriageways might be specified everywhere 'just in case'; all agreed this would be undesirable, and not part of a balanced transport strategy.

OCC explained that using industry standard transport models, informed by reasonable assumptions about the future, allows transport professionals to make decisions. It was explained that transport models are not crystal balls with perfect prediction of the future but are the best tools available to help inform decision makers.

<u>1950</u>

I have asked traffic monitoring colleagues if they can provide any information showing traffic changes along Drayton Road / Brook Street. However, I do not believe OCC has a permanent Automatic Traffic Counter (ATC) on that road, so it could be the case that only sporadic data is available, if any.

OCC does hold a turning count survey from Thursday 18th May 2017 which shows for the 7am to 7pm period that the movements from Brook Street to Church Street are approximately 15% higher than those from High Street to Church Street. So yes, it does

appear the data supports your analysis that there is a higher traffic flow from Brook Street to Church Street than from High Street.

I will share any further information regarding historic traffic flows through the village if my colleagues can provide it.

Yours Sincerely

Jason Sherwood
Growth Manager – South & Vale

Direct line: 07795 384708
Email: Jason.sherwood@oxfordshire.gov.uk

[redacted]

[redacted]

[redacted]

Jason Sherwood Esq,

Highways Department,

Oxfordshire CC By email 30 April 2021

[redacted]

Dear Mr Sherwood,

Thank you for your letter of 12 April 2021. Our thanks also to your colleagues for their contributions. We look forward to the further information mentioned in your first paragraph and hope that this process will contain at least an element of consultation.

While we do not wish to appear ungrateful for these efforts it is very disappointing to learn that OCC has no information on the specific questions that we have answered. Modelling surely needs to be based on data – a model is only as good as the information on which it is based. Without information of the kind we have sought it appears that the possible and likely effects of the proposed connection with the new road just outside Sutton Courtenay have not been given full consideration as they have not been modelled on adequate data. We would not have asked such questions if we had not believed that you must have this information. In this respect we were fortified by information on the Drayton website with data about vehicle activity along the B4017 and into/from High St. Frustratingly we have not yet managed to find this information again but will send you the link when we do.

There seems to be no sound basis for the suggestion that the East/West traffic the focus of our questions would have been travelling through Sutton Courtenay irrespective of the scheme (as is stated in your recent letter) or even that the majority of it would have so travelled (as stated in your earlier letter). No consideration has been given to the invitational aspect of the proposed roundabout or other connection, by which we mean the attraction that such connection will have to those who currently are deterred by the long queues over Sutton Bridge. Indeed your letter has not addressed, or even acknowledged, this point at all.

By way of example, common sense suggests that there will be a cohort of drivers from South Abingdon to East Oxford (and vice versa for pm) who currently prefer to sit in a queue in Abingdon than one in Sutton Courtenay; whether through Abingdon town centre and out onto the A 4015; or via the roundabouts leading to the A34 junction; or Spring Road and up to the Lodge Hill A 34 junction. One might call this ‘avoidance behaviour’. For a substantial proportion of such drivers a route through Sutton Courtenay (aka the ‘South Abingdon Bypass’) onto the new road with smaller

queues could very well be a preferable alternative. It is a least a reasonable hypothesis but, so far as we ca see, it has not been tested or modelled and forms no part of OCC's considerations.

Furthermore, the modelling to which you refer was demonstrably not concerned with East/West traffic through Sutton Courtenay and in any event was prepared at a time when there was no proposed local connection as the route/s then proposed ran to the East of Appleford with the nearest junction (South of the river) in Didcot.

With regard to the information about the method of modelling it is still necessary to have accurate data. OCC's traffic data goes back to 2016 and 2017 and does not include this matter of the East/West traffic through this village. From what you say it has been updated with information about housing and the like – but not traffic – and dates back prior to the proposal for a junction with the new road outside this village.

As for the diagrams, the examples given are rather selective. If one chooses a point of origin further than Drayton, (e.g. South Abingdon or Steventon) and/or a destination further than the Culham Science Centre (e.g. East Oxford, the Science Park, the Oxford Hospitals or even the M 40 Headington junction) the journey length via the Milton Interchange as opposed through Sutton Courtenay expressed as a proportion of the whole journey length is significantly altered. Such examples above are, we suspect, far more typical of the sort of journeys undertaken through Sutton Courtenay along the East/West route.

We understand your point about the residents of Steventon but the B4017 is a rather more substantial thoroughfare, being a former A road – in fact the A34 prior to the construction of the dual carriageway.

We note with interest your reference to P18/V0069/0 and the contribution to traffic calming. We have not managed to find this on the website but presumably the 18 refers to 2018. We would prefer it if OCC had more immediate and proactive plans to introduce extensive restrictive measures (speed limits/chicanes/road bumps/lights) along Drayton Road if there is to be a connection with the new road just outside the village. Perhaps these should be a condition of any planning consent.

The mention of this planning consent prompts us to ask whether OCC is still maintaining a blanket objection to all new housing in Sutton Courtenay. About 2 years ago our own application (P/19/V0580/HH) for listed building consent for a substantial extension to this property (mainly ground floor but also an addition at first floor level, described as a 'bedroom'), an application to which neither the planning officer (Lewis Dixey) nor the conservation officer (Sally Stradling) had any objection, ran into a blanket objection from OCC on the grounds that there would be an increase in traffic. This was apparently prompted by the decision of a planning inspector that there should be no new housing here pending the traffic problems being resolved. Lewis Dixey agreed to leave the application on hold, which it still is. Every now and then we ask him whether matters have moved

on but the last we heard (November 2020) was that he was still pressing for an answer from OCC. Are you able to point us in the right direction please as presumably the funding for the new bridge will alter OCC's approach. In any event the objection is somewhat fanciful in the case of this property, which already has 7 bedrooms. As a Grade II listed building it would never qualify as a HMO. An additional room at first floor level cannot sensibly mean that more people and vehicles will be based here.

So far as the frontage of this property is concerned we have recently learned that IJP Owlsworth have a full workload, as a consequence of which we will have to look elsewhere for expert assistance. We do, however, remain concerned about the effect of traffic on our home and will revert in due course as and when we are in a position to do so.

In the meantime we remain opposed to the junction proposed. We note the projections of future relief but would feel more confidence in these if the modelling had included the considerations we have identified. Be that as it may the removal of the junction will surely further reduce traffic.

Given that you and your colleagues will be preparing for the application for consent for the new scheme we do not expect any sort of detailed reply at this stage but we do invite OCC to take note of our objections and give careful consideration to whether a junction outside the village should be included; and, if it is still proposed, to include the restrictive measures mentioned earlier. We look forward to seeing the further information to be made available in due course.

We would, however, in the meantime be grateful for any information that you have on whether, and if so why and for how long, the blanket objection to residential development is being maintained.

Yours sincerely,

CRW Leonard and Dr K Harrop-Griffiths

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Nicholas Lawrence
Address	[redacted]
Type of Comment	Objection
Comments	There is a climate emergency, as the Council well knows. Electric vehicles aren't the answer, because manufacturing them generates greenhouse gases. New roads generate more road traffic. This proposed road will wreck some pleasant countryside and blight several villages with noise and tire dust. The Council has not properly considered alternatives, such as pressure on the central government to electrify the railway from Didcot to Oxford (and possibly beyond).
Received	11/01/2022 18:18:55
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Nicholas Richardson
Address	[redacted]
Type of Comment	Objection
Comments	I fully support the submission by Sutton Courtenay Parish Council, regarding the lack of sufficient data on the impact of traffic on the village, and especially as regards the road from the village to Appleford, and the crossing over the Thames at north-east end of the village. The present situation at these points is absolutely dire at peak periods. For example two days ago (9th Dec 2021) it took me 35 minutes to do the 3 miles from Clifton Hampden to Sutton Courtenay, between 4 pm and 5 pm, owing to traffic gridlock at the bridges over the river. This was aggravated by an accident on the A34. This happens frequently, and in any case the river crossing is often blocked by traffic. No evidence has been produced to show that the new crossing will improve this, and people will still use the B4016 as a rat run, unless something is done to prevent this. Nicholas Richardson
Received	11/12/2021 12:49:43
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Pat Nuttall
Address	[redacted]
Type of Comment	Comment
Comments	There is clearly an urgent need for a modern road bridge across the River Thames to relieve traffic from the ageing river bridges at Abingdon, Culham, and Clifton Hampden. The proposal meets that need but at what cost to biodiversity, quality of life, and carbon footprint? These are important considerations that do not appear to have been adequately addressed in the planning application.
Received	15/02/2022 20:26:16
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Richard Harding
Address	
Type of Comment	Objection
Comments	I strongly object to the proposal for a new road and bridge between Didcot and Culham (and beyond to the A4074). It is an established fact that new roads generate more traffic and just create congestion elsewhere. The whole basis of the County's traffic and zero carbon policy (as outlined in LCPT5 and the Pathways to a Zero Carbon Oxfordshire) is to reduce peoples' reliance on the car and encourage more active forms of transport. This proposal represents a 20th century solution to a 21st century problem and an approach which has been repeatedly shown to have failed. To spend nearly 300 million of public money on such an outmoded scheme would be a travesty. It would also suck money from much more useful and progressive schemes to improve mobility and public transport across the county. I can't imagine what flawed traffic modelling spawned this proposal. The plan would clearly dump a whole load of traffic coming north out of Didcot onto the A4074 and surrounding B roads. Alternatively it would encourage traffic through Abingdon town centre - absolutely madness. The County, Country and world is facing a climate and ecological emergency. Our carbon emissions from transport are increasing, noise and air pollution are endemic across the County. Our farmland birds (and nature in general) are facing catastrophic declines. Addressing these emergencies should be at the heart of every decision the County and Country make. There is absolutely no evidence that these proposals have serious considered the major environmental consequences of this road and bridge.
Received	31/01/2022 15:34:33
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Sandrine Philippot-Gasc
Address	[redacted]
Type of Comment	Comment
Comments	Planning Application R3.0138/21. 1. The road is too close to Appleford village. It will bring noise and pollution that will be damaging to the health and well being of residents. At such proximity (70m) and height (30ft /10 m) no mitigation will be effective to reduce the noise and pollution. The elevation of the road will have an adverse effect on Appleford and will scar the landscape for the surrounding area. 2. The objective of the road is to support housing development, yet it is designed as an arterial link (A34 to Golden Balls Roundabout / Abingdon bypass to east Oxford / M40) which will bring large volumes of commercial traffic and impact other villages along the route. 3. The traffic modeling data is not convincing and through traffic in Appleford and other villages will return to current levels in 10 years. The data presented to justify access, junctions, traffic, environmental, health and pollution impact is insufficient and unconvincing. 4. Noise will affect the entire village. The elevated road and flyover bridge will exacerbate existing rail noise at Appleford which is recognised as a noise corridor by DfT. 5. The application is not compliant with OCCs own plans and policies and breaches green belt. 11.12.2021 Dr Sandrine Philippot-Gasc
Received	11/12/2021 18:06:47
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Sarah Eccles
Address	[redacted]
Type of Comment	Comment
Comments	The concept of providing infrastructure improvements to relieve traffic congestion as the area develops is a very welcome one but the data presented in this application fail to demonstrate clearly whether or not some of the predicted improvements can be achieved. There are currently well recognised traffic capacity issues in Sutton Courtenay. The modelling in the Transport Report states traffic flows through Sutton Courtenay are predicted to experience reductions of between 34% to 52% and flows over the existing river crossing at Culham reduce by 74% in 2034. If correct, this would be a very welcome improvement, however there is insufficient explanation of how these figures were obtained to determine whether or not this is likely to be the case. It seems very probable that that traffic from south Abingdon and surrounding villages will use Sutton Courtenay as a rat-run to reach the proposed B4016 roundabout which could result in an increase rather than a decrease in the traffic, particularly in peak hours. Furthermore, problems on the A34 often cause traffic gridlock in the village and this can only be expected to be aggravated by the possibility of reaching the new river crossing via Sutton Courtenay. It is unclear whether such considerations have been appropriately taken into account in the modelling process. If the B4016 roundabout is to be included in this scheme, traffic calming measures should be put in place in the village to help mitigate the effects of this. I am very concerned to learn that these issues have been raised by Sutton Courtenay Parish Council but that they have so far apparently been ignored by Oxfordshire County Council. I would urge OCC to provide more data to support its predictions regarding decreased traffic in the village and to work with the Parish Council to include appropriate traffic calming measures. The chosen route to the Thames River crossing appears to pass unacceptably close to houses at the southern end of Appleford village. An alternative route, slightly further to the west, has been proposed but the application refers to problems regarding the implementation of this modified route, although it gives no details. I would urge OCC to consider how these problems could be resolved as the route proposed is likely to cause and unacceptable increase in noise, as well as unwelcome increases in air pollution, to residents of Appleford. The observation that the houses concerned are already close to the railway, hence presumably inferring that increasing current noise levels might be acceptable, seems entirely inappropriate. Given that this is such a significant and costly scheme the very limited level of consultation with local communities carried out to date is very worrying. The short deadline for comment on this highly complex, lengthy and poorly presented application only adds to the impression that this application is being driven through without properly taking into account the views of local residents.
Received	11/12/2021 23:39:26
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Saroj Saurya
Address	
Type of Comment	Objection
Comments	Hi, Please do not build new roads. Build the cycle paths off the road so that people feel safe to cycle around Oxfordshire. It will make them active and would prevent lots of diseases such as heart, high bp, diabetes, mental health problems, high weight etc. We need trees, natural environment to save our beautiful world. People should stop driving and flying to reduce out carbon impact. So please do not build new roads, but better cycle, footpaths, GYMs near to everyone home. Thanks, Saroj
Received	30/01/2022 12:45:52
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Saul Myerson
Address	
Type of Comment	Comment
Comments	I welcome the scheme in general BUT there are some aspects that are very concerning and which I would not support. The scheme would work much better if these were addressed. The greatest concern is that the county council has not engaged with the local parish councils who are active and provide reasonable, sensible and constructive comments on these proposals. However, they have tried on numerous occasions to engage the county council without success for any of the 4 parish councils involved. OCC must involve the local councils and not disregard their views or fail to engage, otherwise OCC will not have consulted appropriately in this, and the planning decision will be much more open to judicial review. This would be a shame given that the scheme in general is a good one. To start, supplying the underlying data for OCC's traffic forecasts should be done, so that OCC's basis for their ultimate decision (and the claimed benefits of the scheme) is transparent and open to scrutiny. There is no reasonable justification for withholding their forecasts. In particular, they need to account for the existing high traffic load AND the increase in traffic from the development of Didcot. It is important not to double count the effectiveness of the scheme by applying it to one aspect (existing traffic) and also to the other aspect (future growth in traffic) without considering both (which is the reality). From my perspective, some specific aspects need attention: There is already a huge amount of traffic in Sutton Courtenay in the mornings, due to 'rat running' through the village to avoid the A34 or Abingdon, even on a normal morning. OCC are aware of this (hence in part why this scheme is being proposed, to cope with additional traffic to/from Didcot). When there is an accident or breakdown on the A34 (a frequent occurrence), Sutton Courtenay becomes completely overloaded with traffic. The planned roundabout (junction with the Science bridge) on the road between Sutton Courtenay and Appleford will INCREASE the traffic through Sutton Courtenay from cars heading for the roundabout/junction, and the scheme will therefore not decrease traffic through the village as the plan for the scheme suggests. OCC need to come up with a plan to mitigate this through traffic and prevent Sutton Courtenay becoming a busy through route. The suggestion to close the Culham bridge (between Sutton Courtenay and Culham) to traffic and allow only bicycles and pedestrians to cross will further exacerbate the traffic problems in Sutton Courtenay outlined above, and will make it much more difficult for villagers to travel out of the village. This is a really bad idea, even though as a cyclist (as well as a car driver), I see the attraction to cyclists.
Received	07/12/2021 08:57:28
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Anton Fl?gge
Address	
Type of Comment	Objection
Comments	I am objecting on two counts: (1) This will not alleviate congestion. The modelling associated with this proposal is seriously flawed. These projects contravene everything that is known about new roads: they induce new volumes of traffic. In the year 2022, we know better than to building new roads like this. (2) The carbon emissions associated with this scheme will be massive. As stated in (1), this road will induce additional volumes of traffic, which will create additional emissions of carbon. Moreover, construction alone will represent a huge quantum in embedded carbon. This project is not what I expect of a climate-conscious council, which the Oxfordshire Fair Deal Alliance definitely aspires to be. Scott Urban
Received	27/01/2022 20:40:13
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Sue Roberts
Address	
Type of Comment	Objection
Comments	The vision for Oxfordshire should fit the Government's Select Committee on Science and Technology which says that meeting our carbon targets is not compatible with the widespread ownership of private cars. The last thing we need, to decarbonise Oxfordshire is a new road. It will increase traffic, probably increase congestion, and increase carbon emissions through its use, and to a huge extent, right away - in its construction phase. Has its carbon-intensity been calculated and cancelled-out in the Pathway to Zero Carbon for Oxfordshire? The road will do untold damage to wildlife, will open the way for an 'expressway by stealth' to Cambridge, will 'unlock' urbanisation and industrialisation of South Oxfordshire in direct contrast to the wishes of residents.
Received	31/01/2022 14:51:51
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Sarah Eccles
Address	[redacted]
Type of Comment	Comment
Comments	While it is clear, both from my own experience as a resident of Sutton Courtenay, and as a result of reading the documents produced over the years by OCC, that the requirements of our current and future levels of road traffic in relation to our growing industrial and residential population, are not being met, I feel that I must comment on the latest application: R3.0138/21. If we are to meet the current needs of industrial and domestic traffic, we must do so with both imagination and with real concern for our environment. The current plan comes at a time when the technologies of travel are undergoing a revolution: this includes new kinds of railways as well as new kinds of road vehicles. The greatest danger is that we are rushing to solve the current problems of road and rail transport without allowing for the massive technological changes that are occurring in both these areas. As a result, and particularly with the current proposal, we are in danger of destroying an historic landscape and group of villages for ever, because we are not prepared to imagine and plan for a future when road transport itself, will inevitably become governed by green logistics, that will reduce the amount and kind of traffic that we are seeing today. Nb. I say 'inevitably' because our dependance on fossil fuels is already unsustainable.
Received	11/12/2021 23:39:26
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Toby Price
Address	
Type of Comment	Objection
Comments	This level of road building is unwarranted at a time when we are being advised to work from home, travel less, and reduce consumption. This road to add to air pollution, and damage to the environment. This will not be a road to benefit the local people who will be most adversely affected by its construction. This will move traffic congestion further along.
Received	18/02/2022 16:34:02
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Miss Amy Sutcliffe
Address	
Type of Comment	Objection
Comments	Having attended meetings regarding the building of this road between Didcot and Culham both of the Culham Parish Council and a community group organised by Appleford Parish Council I have become aware of a distinct lack of timely or adequate consultation of the local communities on the plan that it is part of. Planning officers who visited Appleford were evasive with information and this plan seems to have been pushed through without sufficient planning. The route of the road through Appleford will cause great problems for the community there, noise pollution due to the angle of the bridge over the railway line that will be necessary and significant air pollution from the increase in traffic on the road. This urgently needs to be looked at and the route of the road should be moved at least 200m away from Appleford towards the cement works. The infrastructure of the surrounding roads also needs to be looked at as there is the proven point that new roads increase traffic rather than reducing it. Local government and councils should be looking at encouraging sustainable transport means such as cycling, walking or using public transport. Cycling infrastructure in particular is extremely poor in Oxfordshire.
Received	18/02/2022 14:09:14
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Miss Kathryn Edwards
Address	
Type of Comment	Objection
Comments	We must pay attention to the most recent report by the Intergovernmental Panel on Climate Change (IPCC). This is not a time to be constructing new roads. We must devote all our efforts to reducing and repairing human-induced damage to our one and only habitat. We must overhaul our transport systems in a way that minimises the use of private cars and focuses on shared and public vehicles that are minimally polluting, while also favouring bicycles and person-power. Our city and county must be supported to break away from old ways of thinking about planning, and to turn instead to the fresh and healthy and necessary modes described in (for example) the Transition Town and Donut Economics models.
Received	03/03/2022 17:28:54
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Miss Rhiannon Davies
Address	
Type of Comment	Objection
Comments	Improving roads always lead to more traffic using them. A congested road is a deterrent to road users whereas a new road initially frees up movement and so encourages more road users until once again the road is congested. I do not wish to see a new road built which will ultimately bring more traffic with it and more pollution as well. Clean transport is essential to reducing pollution and the future, and that means investing in it rather than more roads. Road building goes against all aims to improve air quality, mitigate climate change, improve biodiversity and ensure healthy living for people and as such cannot be considered an appropriate action.
Received	13/01/2022 16:09:05
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Miss Victoria Johnson
Address	
Type of Comment	Objection
Comments	Objection to Planning Application R3.0138/21. Further to my earlier objection I wish to add additional points 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.

Miss V Johnson

Received 09/12/2021 15:17:41

Attachments

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Miss Victoria Johnson
Address	
Type of Comment	Objection
Comments	Objection to Planning Application R3.0138/21. I wish to object to the planning application (ref R3.01138/21) which should be rejected for the reasons listed below: 1. The road is too close to Appleford village. It will bring noise and pollution that will be damaging to the health and well being of residents. At such proximity (70m) and height (30ft /10 m) no mitigation will be effective to reduce the noise and pollution. The elevation of the road will have an adverse effect on Appleford and will scar the landscape for the surrounding area. 2. The objective of the road is to support housing development, yet it is designed as an arterial link (A34 to Golden Balls Roundabout / Abingdon bypass to east Oxford / M40) which will bring large volumes of commercial traffic and impact other villages along the route. 3. The traffic modelling data is not convincing and through traffic in Appleford and other villages will return to current levels in 10 years. The data presented to justify access, junctions, traffic, environmental, health and pollution impact is insufficient and unconvincing. 4. Noise will affect the entire village. The elevated road and flyover bridge will exacerbate existing rail noise at Appleford which is recognised as a noise corridor by DfT. 5. The application is not compliant with OCCs own plans and policies and breaches green belt. I wish my objection to this application to be considered and urge the Councillor's to reject it accordingly Miss V Johnson
Received	09/12/2021 14:49:49
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Richard Harding
Address	
Type of Comment	Objection
Comments	I am opposed to this proposal which 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". 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. 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. 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. 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: https://www.gov.uk/government/publications/webtag-transport-appraisal-process-may-2018 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. 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 should reflect the LTCP principles now. The cost of this proposal and the linked land acquisitions - which we understand to be already climbing to 294Million - 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.

Received 31/01/2022 15:34:33

Attachments

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Alastair Wilson
Address	
Type of Comment	Objection
Comments	This road runs directly contrary to the urgent needs of the County around car traffic reduction, public transport enhancement, and long-term environment strategy. It will create traffic, including significant unwelcome through traffic, and make it much harder to achieve future sustainability goals. It will also create momentum towards damaging future road projects. The funds involved could be transformative for public transport and cycling infrastructure in Oxfordshire if directed more effectively.
Received	07/01/2022 18:34:09
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Anthony O'Rourke
Address	
Type of Comment	Objection
Comments	I object to further road building, including this scheme. Do you understand the term "induced demand"? Any benefit from improving road connections will be temporary as traffic increases. Therefore this scheme does not represent good value for money. This is a very short-sighted scheme with seriously out of date thinking. How does this fit with commitment to net zero, for example? Surely much better to spend the money putting in a train station at Milton Park, a spur to Harwell, better active travel connectivity to Culham, a link to Oxford Science park, and a station at Begbroke science park. If the train went from Harwell to Begbroke stopping at Milton Park, Didcot, Culham, Oxford Science Park you would probably have the world's most connected science cluster.
Received	30/01/2022 19:46:27
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Charles Leoanrd
Address	[redacted]
Type of Comment	Objection
Comments	Further to the detailed objection submitted almost 2 hours ago the correspondence with the OCC is attached, being our letter of 18.11.20, the OCC reply of 26.11.20, our response of 20.12.20, the OCC response of 12.4.21 and our response to that of 30.4.21. This correspondence is principally directed to the problems of the east/west traffic flow through Sutton Courtenay (other points can be ignored). Please read the relevant passages which illustrate, in more detail than was possible in the summary attached to my earlier comment, a) the lack of modelling of actual or projected traffic flow along this route, b) the lack of attention to this important feature of the current problems, c) the lack of understanding of how this traffic contributes to the queueing over the bridge and at the junction between High St and Church St and d) the absence of any or any sufficient consideration of the effects of adding a junction with the roundabout outside SC in terms of attraction of additional traffic. The attitude to this weighty flow of traffic seems to be that it will take care of itself - it is a problem that has not been addressed in the proposed scheme. With apologies for the couple of typos in the earlier comment I would also like to add to the traffic calming measures summarised near the end two things - road bumps and traffic lights. With thanks that's it.
Received	10/12/2021 15:01:23
Attachments	The following files have been uploaded: Letter to OCC concerning effect of traffic on listed property.pdf OCC reply re traffic 26.11.20.pdf Response to OCC re traffic 20.12.20.pdf Letter to OCC in further response 30.4.21.pdf OCC further response 12.4.21.pdf

[redacted]

[redacted]

[redacted]

[redacted]

Highways Department,

Oxfordshire County Council,

County Hall,

New Road,

Oxford OX1 1ND 18 November 2020

For the attention of Jason Sherwood,

[redacted]

Dear Sirs,

We write as the joint owners of the above property, which is adjacent to the B 4016 and the Triangle in the middle of Sutton Courtenay. It lies very close to the carriageway where Brook St becomes Church St.

The purpose of this letter is to engage the attention of the Highways Department to two specific aspects of this busy road with a view to at least developing some dialogue. First the effect on the fabric and structure of our property should the current proposals of a roundabout outside the village near the new bridge proceed, at least without a great deal of traffic restraint and disincentive. Second, and in any event, the consequences for the property of the weight (in its literal sense), volume and frequency of traffic as it has been over the last several years.

This is a vulnerable building. Listed Grade 2 it goes back to the end of the 16th Century, at which point in its original form it comprised 2 timber-framed cottages at right angles to each other and about 15 ft. apart. There are no foundations as such. These cottages were joined together in the early 18th Century and what was now a substantial house was given the Georgian treatment with large windows on the long front elevation overlooking the highway. In about 1900 the front and side elevations had cement-based pebble-dash rendering applied. This proved to be a mistake as the rigid nature of the cladding prevented the timber frame from breathing and, when it developed cracks, allowed water to enter and cause rot to the main frame.

In 2005, when we acquired ownership, the front and side cladding was replaced in its entirety by a lime render on new wooden laths with the main timbers at each end of the front elevation having to

be replaced. This was a major undertaking. It was carried out to a high standard by IJP Ltd, (now Owlsworth IJP) specialists in old traditional buildings.

Within a few years the lime plaster developed cracking, mainly on the long front elevation. This was put down to settlement and the cracks were filled. More recently two significant vertical cracks have developed at the front corners of the building, i.e. in the Southwest and Southeast corners. They go up to roof level – there are 3 storeys. At these corner points the building is very close to the road – the Southwest corner is about 1200 mm from the edge of the carriageway. In the case of the Southeast corner the distance is approximately 3m but there is a brick outhouse attached and this is much closer – at about 1,300 mm from the carriageway.

There is also a bulge at first floor level towards the Southwestern corner of the front elevation. This has also led to cracking locally.

We have filled the Southwestern crack up to about two thirds of its height on a temporary basis pending an anticipated return by Owlsworth IJP in the new year. It is likely that they will open up the cracks at the corners and around the bulge, where we also placed an interim lime filler.

While we have not yet commenced any monitoring of the vibration caused by traffic it seems tolerably clear that the location, size and nature of the cracks are likely to be connected to the weight, frequency and volume of traffic. Leaving aside, for one moment, the numerous cars and small vans that come this way, the road also sees some heavy vehicles that pass us with a frequency which cannot do the property any good. The surface of the road is not well kept. Repairs were carried out about 9 months ago but more defects have since appeared. An online complaint was not treated seriously.

In particular this is a HGV training route, Hansons bring heavy cement-mixing lorries past us very regularly and the council tipper trucks from around the area use this road en route to their base. It is not unknown for some of these vehicles, not to mention the smaller traffic, to exceed the speed limit. As your plans should show, our access is onto the end of the bend and less than ideal.

Other than the speed limit there are no restrictions on the size of vehicles and no disincentives in the shape of speed bumps or weight limits. This is by contrast to Sutton Courtenay High St, where there are also many properties close to the carriageway and where there have been speed bumps and weight limits for many years.

With that background, the points on which we would like to engage your specific attention are as follows:

1 Our house is and has been suffering from an excess of traffic, not least the heavy vehicles mentioned above. This alone calls for some action by your department in considering what traffic restrictions are needed in order to prevent further damage.

2 Whatever your modelling may show we are extremely concerned that the current proposals, which envisage a connection with the new bridge just outside the village, will exacerbate the traffic problem and cause further damage to the property. It is most regrettable that the road from Drayton through to Sutton Courtenay and beyond is known as the 'South Abingdon Bypass'. This development, however it was allowed to happen, needs to be mitigated rather than aggravated. We are sceptical of the notion that the new proposed roundabout at Lodge Hill will reduce the traffic past this house. The notion that a significant part of the traffic we experience is due to the traffic jams around the McDonalds roundabout caused by traffic trying to turn right onto the A34 seems too remote.

3 What is required is for all through traffic that would otherwise be minded to come this way to be directed firmly onto the new system starting at the new large roundabout. Give drivers an alternative through route and many will take it. Genuinely local traffic can use the old bridge. The need for a junction for access to the new bridge is misconceived.

4 As an alternative to the above, if there is to be some sort of junction then you should look at all potential disincentives such as chicanes, traffic lights, speed bumps and speed restrictions. Any roundabout or other junction just South of the river outside the village will act as a magnet.

We appreciate that you will be familiar with these arguments and will have seen their like from many local objectors. However, the purpose of this letter is to endeavour to engage your attention to the particular problems we face in terms of damage to a valued listed building that is very close to the carriageway and is therefore exposed to not only the current excess traffic but also that which we fear is likely to develop if current proposals are not altered.

We look forward to hearing your observations and would welcome, and encourage, a visit so that our concerns can be seen directly.

Yours faithfully,

CRW Leonard and Dr K Harrop-Griffiths.

Communities
County Hall
New Road
Oxford
OX1 1ND

Susan Halliwell
Director for Planning and Place

Mr. Leonard & Dr K Harrop-Griffiths
[redacted]

26th November 2020

Dear Mr. Leonard and Dr Harrop-Griffiths,

Thank you for your letter to the Highways Department at Oxfordshire County Council, addressed for my attention. I am sorry to read that you are experiencing problems with your property. Although the four specific points to which you refer do not fall entirely within my remit, I have sought responses, and these are set out below; points 2 – 4 are addressed together with point 1 covered as separate issue.

Your point 1

You ask about traffic restrictions. Brook Street / Church Street, Sutton Courtenay is a 'B' classified road (B4016) and as such it wouldn't be weight restricted. To this end, HGV's are expected to be using it.

In respect of large vehicles causing ground-borne vibrations that may be damaging your property, I regret that the County Council does not carry out seismograph work. The procedure would be for you to commission a structural engineer to undertake the appropriate monitoring work on your property and subsequently submit a report to the County Council if found to be applicable.

Your points 2,3 & 4

The Housing Infrastructure Fund (HIF1) package of measures, which includes the new Thames river crossing, is designed to mitigate the impact of current and future levels of traffic growth. The traffic growth is largely as a result of housing and commercial development. Indeed, HIF1 is largely funded by Central Government to unlock new homes.

Emerging traffic modelling comparing the future year with and without the HIF1 scheme shows a significant reduction in peak hour traffic movements in Sutton Courtenay, particularly past your property access on Church Street, in the with HIF1 scheme scenario. Even without a traffic model, this principle makes sense as existing and future residents from parts of Didcot wishing to travel north (e.g. to Culham Science Centre, Abingdon,

Oxford Science Park, or BMW etc) currently have the choice of travelling through Long Wittenham or Sutton Courtenay and Culham to cross the River Thames or on the A34 (if Oxford bound). The new river crossing enables a direct route from Didcot Northern Perimeter Road to the A415, enabling these vehicles to use a modern standard of road which is convenient and direct, rather than travelling past your property. The same is true in reverse, for drivers from East Oxford and Berinsfield etc travelling south to work at Milton Park. They may currently choose to travel past your property, whereas the new river crossing would offer a superior route. Through development and implementation of the HIF1 scheme a revised signing and routing strategy will be established and put in place to coincide with opening of the new infrastructure.

You will be aware of the peak time queueing past your property as a result of the congestion tailing back from the Culham Cut and Sutton Bridges; which are too narrow for two-way working and for today's traffic levels. The new river crossing scheme aims to remove this queuing by providing a more suitable route. In the AM peak, the majority of vehicles (more than 70%) approaching the Abingdon Road / Appleford Road junction from the west, turn left to travel over the existing bridges, and then turn right on the A415 to head east towards Culham Science Centre etc. The new river crossing scheme enables this journey to be made along a modern standard of road, removing a significant portion of traffic from the existing bridges, and the associated queuing. However, for this route to work, drivers need to be able to access the new river crossing at the east of the village. Originally, OCC investigated a 'T' junction here instead of a roundabout, but the traffic modelling showed queues forming back towards the village as vehicles struggled to find gaps in the north/south flow. If drivers are delayed too much getting onto the new road, there is a temptation to continue to use the existing route over Culham Cut and Sutton Bridge, resulting in queues back through the village, past your property. A roundabout creates priority and reduces speeds on the new river crossing road for northbound and southbound drivers, making it more convenient for vehicles from the Sutton Courtenay direction to pull out onto the new road.

If any drivers from the west (e.g. Drayton, Steventon, Milton) use the future scheme, it follows that they would have been travelling through the village and past your property in any event. For example, a Drayton resident driving to Culham Science Centre would already be travelling past your property and using the existing river crossings. The scheme would now provide for that existing movement, but on a more suitable river crossing and with less queueing through the village, as explained above. The same is true in the southbound direction, as explained in the previous Milton Park example. Depending on a driver's origin and destination, the scheme either offers an alternative route which removes vehicles from the village, or it reduces the existing queuing in the village created by drivers currently travelling through to use the existing crossings.

Whilst the HIF1 scheme mitigates development to a degree, it will not solve all problems created by traffic growth. Developers of housing and commercial schemes will also be expected to mitigate their own harm, subject to the Community Infrastructure Levy Regulations (CIL). Mitigation can include traffic calming schemes. Additionally, it is always

advisable to inform your parish council of your aspirations as many parish councils have success in securing infrastructure to mitigate development through Neighbourhood Development Plans (NDPs). Parish councils also receive more CIL funding if they have an adopted NDP. It is strongly encouraged to engage with this process.

I trust that the above addresses your concerns and provides clarity around the evolution of the HIF1 infrastructure project, together with advising you upon appropriate course of action in relation to structural matters concerning your property.

Yours Sincerely

Jason Sherwood
Growth Manager – South & Vale

Direct line: 07795 384708
Email: Jason.sherwood@oxfordshire.gov.uk

Jason Sherwood Esq,

Highways Department, Oxfordshire CC By email 20.12.20

Dear Mr Sherwood,

Our thanks to you and your colleagues for your letter of 26th November in reply to ours of 18 November 2020. We do have a number of observations, for which we will use similar headings to those set out in your letter. We also have some questions, which will be listed after the observations and the reasons for which should be tolerably apparent from those comments.

Observations

Our point 1

Any question of analysis of the vibratory effect of traffic on the property will have to await an initial consideration of the cause of the cracks in the fabric. We expect this to take place next year and meanwhile take the opportunity of correcting an error in our original letter – the bulge referred to on page 2 is towards the Southeastern corner of the long front elevation.

Before we leave this point, for now at least, we are interested in how the road adjoining our property has come to bear quite so much traffic when compared to the High St. Mr Leonard lived in this house for over 20 years from 1949. In the 1950s the great majority of the traffic flow past this house consisted of movement from Church St to High St and vice versa with very little Church St traffic coming from or going to Brook St/Drayton Rd. The speed bumps in High St were not introduced before about 1970 as it was possible in the late 1960s to drive along that road at a speed which would not be sustainable now, at least without serious discomfort to the driver and/or vehicular damage. There have thus been significant changes over the last 50 years or so as a result of which the traffic flow between Church St and High St has been, as a proportion of the whole, reduced and between Church St and Brook St/Drayton Road proportionately increased. As a consequence both of this and the speed bumps and other restrictions the houses along Brook St/Drayton Road and to the Triangle have not enjoyed the degree of protection from traffic that has been accorded to houses along High St. Similar protection for such properties is required.

Our points 2, 3 &4

Your paragraph beginning “Emerging traffic modelling …..”.

i) Your response is focused on traffic to and from Didcot and Milton Park via High St and Church St. Our primary concern is not with drivers to and from Didcot/Milton Park as

these are relatively few by comparison with those using the Brook St/Church St route. The new scheme offers nothing to reduce the volume of those who can be expected to continue to flood down Brook St into Church St and onwards, under your proposals, to the river crossing. These currently provide the major nuisance and are largely responsible for the build-up of huge queues for the current crossing. See further below;

Your paragraph beginning "You will be aware …..".

ii) Your analysis of the cause of the tailbacks is clearly correct so far as it goes; but incomplete. One of the causes is undoubtedly the narrowness of the bridges. The other principal cause is the volume of traffic. The root cause of the problem is not single but two-fold – one might put them together to say that the bridges are too narrow for the volume of traffic permitted along this route. Your letter shows that you are focused on the first, not the second; on traffic movement rather than volume. Removing one of the causes may abate the level of queuing back from the traffic lights but, unless something is done to reduce the flow of traffic through Sutton Courtenay along Drayton Road, the levels will still be far too high for a village and will probably lead to queues elsewhere. Moreover if there is a connection with the river crossing east of the village then, without further steps, the volume of traffic along Brook St/Church St is unlikely to diminish. Rather, common sense indicates that it will increase as a number of drivers, currently deterred by the tailbacks, may take this route.

iii) The fact that over 70% of vehicles at the AM peak turn left to cross the bridges reveals no more than what we would expect – that the current lack of other options for crossing the river are drawing many more vehicles to a route through Sutton Courtenay than would be the case if they could be successfully directed to some other route. The approach of the CC appears to be to accept this as a fait accompli so far as traffic from and to the west is concerned; to accommodate, we might even say encourage, the present stream of vehicles through the village along the Drayton Road rather than to consider how it might be reduced. The focus appears to be simply on movement rather than volume of traffic, again addressing only one half of the problem. There needs to be a more rounded ambition to improve all aspects of the present situation;

iv) In the middle of this paragraph you say that, for this route to work, drivers need to access the new crossing at the east of the village. The inference from what follows is that this needs to be through the village. It ignores the opportunities opened up by the new road system and of drivers to and from the west accessing the river crossing from the Milton Roundabout and through that new system. It is to assume that Sutton Courtenay should continue to adopt the role of the South Abingdon bypass and attract the sort of level of traffic along the Drayton Road and into Church St, and vice versa, which has very substantially contributed to, and resulted in, the long tailbacks. It is to approach this as something to be accepted and accommodated rather than controlled or mitigated.

v) In any event, as an entirely separate point, the CC appears to be proceeding on the basis that there will be no tailbacks at the roundabout. For now we will refrain from commenting on what we understand may be a contentious issue.

Your paragraph beginning "If any drivers from the west …".

vi) We are not at all reassured by the notion that many of the drivers from the west who would, if there is no disincentive, come this way under the new Scheme would have come this way anyway. The perpetuation of this aggravation is just what we fear. We will not repeat what we have already said but it is likely that more drivers will come this way unless persuaded otherwise. We are troubled that the CC seems to regard this as acceptable and to have not looked for any solution. Such solutions would include all possible means of directing traffic from the west, in particular South Abingdon and Drayton, onto the Milton Interchange and thence the widened A 4130 and the route that it offers over the new roads to the new river crossing; and/or chicanes, speed limits, traffic bumps and traffic lights as well as weight and size restrictions such as those in play elsewhere.

We will not comment on the rest of the letter save to thank you for your suggestions in the penultimate paragraph and to say, as will be apparent from the foregoing, that our concerns are far from allayed by your letter. We now turn to the questions.

Questions

Your paragraph beginning "You will be aware ……":

1 When was the exercise or study reflected in the details set out in the third full sentence (beginning "In the AM peak …") carried out?
2 In that exercise or study what was the number of vehicles approaching the Abingdon Road/Appleford Road junction from the west, how many turned left over the bridges and how many, having turned left over the bridges, turned right onto the A 415?
3 Of those same vehicles in 2 above, i.e. those turning left and over the bridges, how many had entered Church Street from Brook Street/Drayton Road?
4 Of those vehicles mentioned in question 3 that had entered Church Street from Brook Steet/Drayton Road, how many had come from Drayton, how many from Milton, and of those coming from Drayton how many had turned left from Abingdon Road into Drayton High Street and how many had turned right from Steventon Road into Drayton High Street?
5 Of those vehicles mentioned in question 2 who did not turn left over the bridges, how many accessed the A 415 via Long Wittenham?
6 Please in all cases provide the like figures in the reverse situation for the afternoon peak.
7 In so far as any of these questions address matters which were not covered by the particular exercise or study mentioned please answer them from such other exercises analyses or other sources of information that are available to the Council.

Generally

8 Does the emerging traffic modelling (your paragraph beginning "Emerging traffic modelling ….") show whether, and if so to what extent, there is any expected alteration

in peak hour traffic movements from Brook St/Drayton Road to Church St, and vice versa, both with and without the HIF1 Scheme? If so, please provide details.

9 What modelling and/or analysis has been carried out by or on behalf of the County Council to consider the likely consequences in terms of peak hour traffic volume and movement through Sutton Courtenay both from and to the west (i.e. Brook St/Drayton Rd to Church St during morning peak hour and vice versa for the afternoon peak hour) in the event that there is variously: a) no connection with the new river crossing to the east of the village; b) connection by T junction; c) connection by roundabout; d) connection by slip road or other means?

10 When was such modelling and/or analysis carried out and what does such modelling and/or analysis show, to include details of any likely or possible tailbacks from the point of connection in the peak morning hour?

11 In relation to the proposed connection to the river crossing to the east of Sutton Courtenay, what consideration has been given by or on behalf of the County Council to the question of encouraging drivers from the west who in the morning peak travel through Sutton Courtenay from the west, (i.e. along Brook St/Drayton Road into Church St and beyond to the bridges, turning right onto the A 415), to make their journey instead via the Milton Interchange and thence onto the new road scheme and river crossing; and or from discouraging such drivers from going through Sutton Courtenay whether by means of traffic lights, speed limits, road bumps, chicanes, weight limits or otherwise?

12 In relation to that proposed connection, what consideration has been given by or on behalf of the County Council to the effect of such connection on the behaviour of a) those drivers referred to in question 5 above (i.e. those accessing the A 415 through Sutton Courtenay and Long Wittenham) and b) those drivers who are or may currently be deterred from travelling from the west through Sutton Courtenay to the A 415 and vice versa because of the tailbacks from the bridges?

13 In so far as any answer to these questions sets out or refers to the details or contents of any modelling analysis or consideration carried out or given by or on behalf of the County Council please also give particulars of any updates to such modelling analysis or consideration, its details or contents.

14 Finally, we would be grateful for an explanation of whether and, if so, to what extent the summary of Mr Leonard's recollection (as set out on page 1 above) is correct.

We thank you for your patience and look forward to hearing from you in due course.

Yours sincerely,

CRW Leonard and Dr K Harrop-Griffiths

[redacted]

[redacted]

[redacted]

Jason Sherwood Esq,

Highways Department,

Oxfordshire CC By email 30 April 2021

[redacted]

Dear Mr Sherwood,

Thank you for your letter of 12 April 2021. Our thanks also to your colleagues for their contributions. We look forward to the further information mentioned in your first paragraph and hope that this process will contain at least an element of consultation.

While we do not wish to appear ungrateful for these efforts it is very disappointing to learn that OCC has no information on the specific questions that we have answered. Modelling surely needs to be based on data – a model is only as good as the information on which it is based. Without information of the kind we have sought it appears that the possible and likely effects of the proposed connection with the new road just outside Sutton Courtenay have not been given full consideration as they have not been modelled on adequate data. We would not have asked such questions if we had not believed that you must have this information. In this respect we were fortified by information on the Drayton website with data about vehicle activity along the B4017 and into/from High St. Frustratingly we have not yet managed to find this information again but will send you the link when we do.

There seems to be no sound basis for the suggestion that the East/West traffic the focus of our questions would have been travelling through Sutton Courtenay irrespective of the scheme (as is stated in your recent letter) or even that the majority of it would have so travelled (as stated in your earlier letter). No consideration has been given to the invitational aspect of the proposed roundabout or other connection, by which we mean the attraction that such connection will have to those who currently are deterred by the long queues over Sutton Bridge. Indeed your letter has not addressed, or even acknowledged, this point at all.

By way of example, common sense suggests that there will be a cohort of drivers from South Abingdon to East Oxford (and vice versa for pm) who currently prefer to sit in a queue in Abingdon than one in Sutton Courtenay; whether through Abingdon town centre and out onto the A 4015; or via the roundabouts leading to the A34 junction; or Spring Road and up to the Lodge Hill A 34 junction. One might call this ‘avoidance behaviour’. For a substantial proportion of such drivers a route through Sutton Courtenay (aka the ‘South Abingdon Bypass’) onto the new road with smaller

queues could very well be a preferable alternative. It is a least a reasonable hypothesis but, so far as we ca see, it has not been tested or modelled and forms no part of OCC's considerations.

Furthermore, the modelling to which you refer was demonstrably not concerned with East/West traffic through Sutton Courtenay and in any event was prepared at a time when there was no proposed local connection as the route/s then proposed ran to the East of Appleford with the nearest junction (South of the river) in Didcot.

With regard to the information about the method of modelling it is still necessary to have accurate data. OCC's traffic data goes back to 2016 and 2017 and does not include this matter of the East/West traffic through this village. From what you say it has been updated with information about housing and the like – but not traffic – and dates back prior to the proposal for a junction with the new road outside this village.

As for the diagrams, the examples given are rather selective. If one chooses a point of origin further than Drayton, (e.g. South Abingdon or Steventon) and/or a destination further than the Culham Science Centre (e.g. East Oxford, the Science Park, the Oxford Hospitals or even the M 40 Headington junction) the journey length via the Milton Interchange as opposed through Sutton Courtenay expressed as a proportion of the whole journey length is significantly altered. Such examples above are, we suspect, far more typical of the sort of journeys undertaken through Sutton Courtenay along the East/West route.

We understand your point about the residents of Steventon but the B4017 is a rather more substantial thoroughfare, being a former A road – in fact the A34 prior to the construction of the dual carriageway.

We note with interest your reference to P18/V0069/0 and the contribution to traffic calming. We have not managed to find this on the website but presumably the 18 refers to 2018. We would prefer it if OCC had more immediate and proactive plans to introduce extensive restrictive measures (speed limits/chicanes/road bumps/lights) along Drayton Road if there is to be a connection with the new road just outside the village. Perhaps these should be a condition of any planning consent.

The mention of this planning consent prompts us to ask whether OCC is still maintaining a blanket objection to all new housing in Sutton Courtenay. About 2 years ago our own application (P/19/V0580/HH) for listed building consent for a substantial extension to this property (mainly ground floor but also an addition at first floor level, described as a 'bedroom'), an application to which neither the planning officer (Lewis Dixey) nor the conservation officer (Sally Stradling) had any objection, ran into a blanket objection from OCC on the grounds that there would be an increase in traffic. This was apparently prompted by the decision of a planning inspector that there should be no new housing here pending the traffic problems being resolved. Lewis Dixey agreed to leave the application on hold, which it still is. Every now and then we ask him whether matters have moved

on but the last we heard (November 2020) was that he was still pressing for an answer from OCC. Are you able to point us in the right direction please as presumably the funding for the new bridge will alter OCC's approach. In any event the objection is somewhat fanciful in the case of this property, which already has 7 bedrooms. As a Grade II listed building it would never qualify as a HMO. An additional room at first floor level cannot sensibly mean that more people and vehicles will be based here.

So far as the frontage of this property is concerned we have recently learned that IJP Owlsworth have a full workload, as a consequence of which we will have to look elsewhere for expert assistance. We do, however, remain concerned about the effect of traffic on our home and will revert in due course as and when we are in a position to do so.

In the meantime we remain opposed to the junction proposed. We note the projections of future relief but would feel more confidence in these if the modelling had included the considerations we have identified. Be that as it may the removal of the junction will surely further reduce traffic.

Given that you and your colleagues will be preparing for the application for consent for the new scheme we do not expect any sort of detailed reply at this stage but we do invite OCC to take note of our objections and give careful consideration to whether a junction outside the village should be included; and, if it is still proposed, to include the restrictive measures mentioned earlier. We look forward to seeing the further information to be made available in due course.

We would, however, in the meantime be grateful for any information that you have on whether, and if so why and for how long, the blanket objection to residential development is being maintained.

Yours sincerely,

CRW Leonard and Dr K Harrop-Griffiths

Communities
County Hall
New Road
Oxford
OX1 1ND

Eric Owens
Assistant Director
Growth and Place

Mr. Leonard & Dr K Harrop-Griffiths
[redacted]

12th April 2021

Dear Mr. Leonard and Dr Harrop-Griffiths,

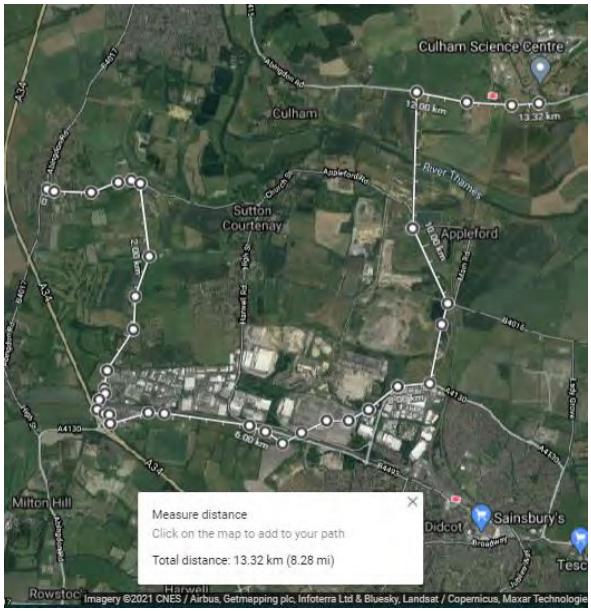
Thank you for your enquiries regarding the HIF1 scheme proposals. My HIF1 colleagues have helped to inform this response, using emerging information from draft documents which will form part of the planning application for the HIF1 scheme. Please accept my apologies for the delayed response. In order for your queries to be answered in as much detail as possible, it was necessary for colleagues to have been in receipt of additional information, only recently received by Oxfordshire County Council (OCC). For your information, prior OCC making its planning application (summer 2021) for the HIF1 infrastructure, OCC intends to host HIF1 information events, to help explain in more detail what will be included in the application. For all interested parties, the format (in-person or/and online) and timing are currently being developed.

The following paragraphs and graphics seek to address the additional questions you have asked in your follow up correspondence of 20th December 2020.

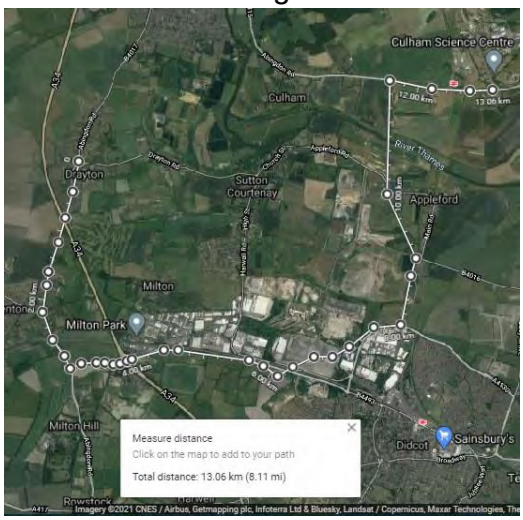
Volume of traffic, routing, calming

Your letter refers to volume of traffic and routing. The following seeks to clarify OCC position. One of the objectives of the HIF1 scheme is to reduce the queuing through the Sutton Courtenay village and not to seek to entirely remove the volume of traffic. As stated in my previous response, if any drivers from the west (e.g. Drayton, Steventon, Milton) use the future scheme, it follows that they would have been travelling through the village and past your property in any event. Using Culham Science Centre as a destination, we have approximately measured your suggestions of having drivers from Drayton travel down to Milton Interchange if they wish to travel east. Via Sutton Courtenay, the obvious route regardless of the HIF scheme, is approximately 7.4km. Via Milton Village is approximately 13.3km. Via Steventon Village is approximately 13.1km. Your suggestions almost double the distance, and therefore are not considered a realistic route that drivers would take. You will also appreciate that the Highway Authority must take many competing demands into account, and the residents of Milton and Steventon would not likely be supportive of removing the vehicles that already travel through Sutton Courtenay in any event, and routing them through their villages.

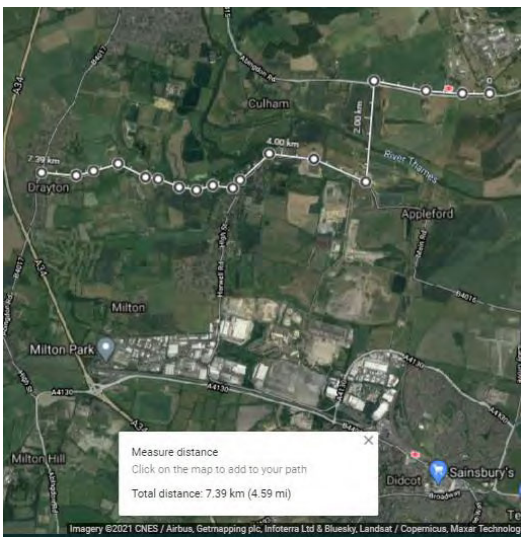
Via Milton Village:



Via Steventon Village:



Existing route, via Sutton Courtenay:



That being said, you also ask about potential traffic calming on Brook Street. A recent housing development in Sutton Courtenay (planning application reference P18/V0069/O) is required to pay £119,519 plus indexation towards a traffic calming scheme on roads in Sutton Courtenay. It is understood that Sutton Courtenay Parish Council (SCPC) is liaising with the County Councillor in relation to this. I advise that you liaise with SCPC regarding potential calming on Brook Street / Drayton Road.

Data

Detailed origin and destination information requested in your questions 3-5 are not available as they would require extensive Automatic Number Plate Recognition (ANPR) surveys, roadside interviews, driver address details etc. My statement "In the AM peak, the majority of vehicles (more than 70%) approaching the Abingdon Road / Appleford Road junction from the west, turn left to travel over the existing bridges, and then turn right on the A415 to head east towards Culham Science Centre etc." was based on traffic turning count surveys from Wednesday 10th May 2017. We hold 6 days of surveys in May 2017, replicated here:

Appleford Road / Abingdon Road 08:00-09:00

Date	Left	Straight	Total	Percentage turn left
Tues 09 May 2017	402	111	513	78%
Weds 10 May 2017	333	94	427	78%
Thurs 11 May 2017	330	107	437	76%
Tues 16 May 2017	283	96	379	75%
Weds 17 May 2017	333	104	437	76%
Thurs 18 May 2017	328	98	426	77%

Tollgate Road / Abingdon Road 08:00-09:00

Date	Left	Right	Total	Percentage turn right
Tues 09 May 2017	173	337	510	66%
Weds 10 May 2017	140	342	482	71%
Thurs 11 May 2017	148	312	460	68%
Tues 16 May 2017	162	275	437	63%
Weds 17 May 2017	150	315	465	68%
Thurs 18 May 2017	148	319	467	68%

Church Street / Brook Street / High Street junction

Emerging traffic modelling for the year 2034 is showing that the HIF scheme creates a reduction in two-way flows on Church Street (past your driveway gates) of 26% in the AM peak and 17% in the PM peak. In that future year without HIF, modelling is showing very long queues (200-700 vehicles) at the Church Street / Brook Street / High Street junction near your house, whereas with the HIF scheme these are significantly reduced to 1-20 vehicles.

Junction with new road

OCC first looked to provide access to Sutton Courtenay via a ghost island right turn priority junction (similar to that proposed for the Appleford junction) instead of a roundabout. Traffic modelling showed that this resulted in queues and delays back towards the village, reducing the benefits of the scheme on the existing river crossing at Sutton Bridge and Culham Cut. Therefore, a roundabout was included to help maximise the queue reductions in Sutton Courtenay and Culham villages. The emerging traffic modelling is predicting average queues on the Sutton Courtenay roundabout arm to be 2 vehicles in the peak hours.

Further information on modelling

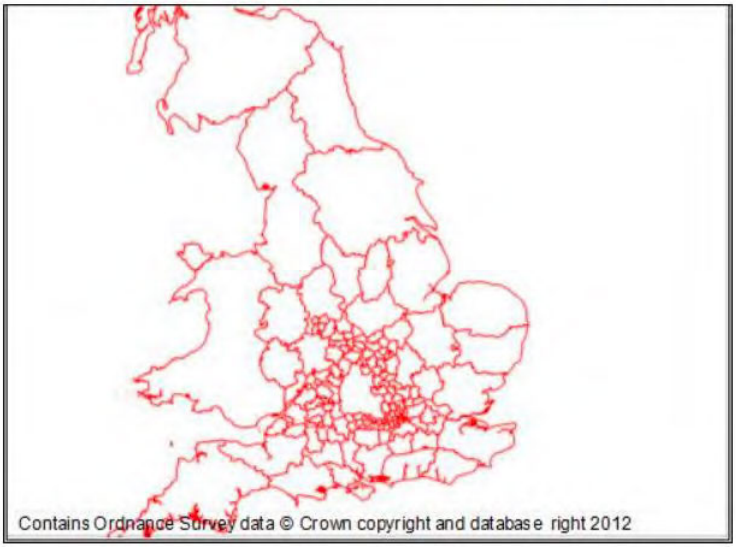
HIF1 officers recently met with Sutton Courtenay Parish Council and provided information on types of traffic modelling. This is replicated here for your information:

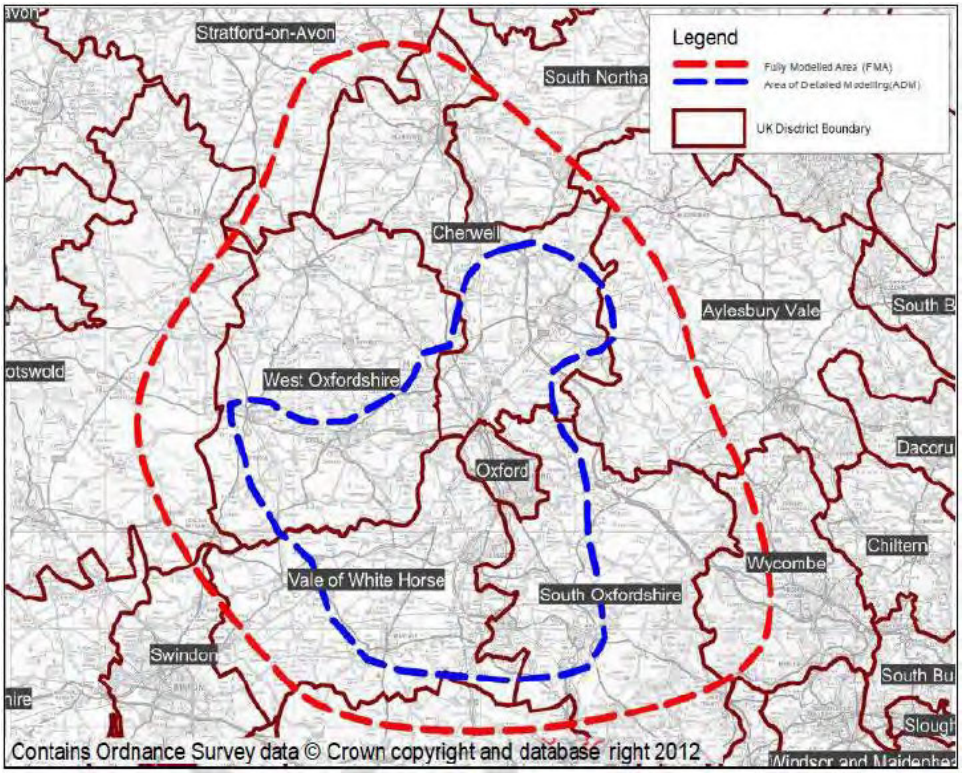
OCC explained the three types of industry standard transport modelling which have been / are being / will be used to inform the HIF1 scheme:

Strategic Modelling - SATURN

HIF1 proposals were investigated in OCC's county-wide Oxfordshire Strategic Model (OSM). This model formed the main transport evidence base for the Vale of White Horse District Council (VOWHDC) and South Oxfordshire District Council (SODC) Local Plans, which included the HIF1 schemes. The housing and employment growth in the model are informed by the Local Planning Authorities (VOWHDC and SODC). This model has zones across the country, with a fully modelled area covering Oxfordshire County, and an area of detailed modelling within that covering Didcot and surrounding areas, as shown in the following plans:

Figure 4-7 OSM Zones in the Hinterland and External Area





Microsimulation Modelling - Paramics

OCC, VOWHDC, and SODC jointly funded a microsimulation model for Didcot and surrounding areas. The Paramics Discovery software reflects individual vehicles, and their interactions with each other and the road network. Individual vehicles choose routes from their origin to destination based on their perception of the best route available and considering traffic congestion within the study area as they would in reality. The model was developed using an extensive suite of traffic surveys from late 2016 and 2017, including junction turning counts (film cameras on lighting columns etc at junctions), Automatic Traffic Counters (often seen as two rubber tubes across the road), and moving observer journey time measurements (cars driving through the network with GPS trackers). OCC updated the housing and employment trajectories in the model in 2020 using updated information provided by the Local Planning Authorities (LPA), including the VOWHDC and SODC Local Plan housing sites. The software allows detailed modelling of scheme options under multiple future growth scenarios.

This plan shows the original Paramics base model network (note the updated network includes several changes such as Harwell Link Road):

Local Junction Modelling – ARCADY, PICADY, LinSig

ARCADY (roundabout junctions), PICADY (priority junctions), and LinSig (signalised junctions) software allow detailed modelling of specific junctions. This is the modelling often used in Transport Assessments.

OCC explained how it is industry standard for traffic models to reflect / predict traffic environments for average morning and evening weekday peak hours. SCPC queried road network resilience, and what might happen if vehicles broke down and blocked a new road. OCC explained that the scheme designs are informed by modern standards from the Design Manual for Roads and Bridges (DMRB), and that we should provide for 'average' conditions rather than anomalous events. Otherwise, dual carriageways might be specified everywhere 'just in case'; all agreed this would be undesirable, and not part of a balanced transport strategy.

OCC explained that using industry standard transport models, informed by reasonable assumptions about the future, allows transport professionals to make decisions. It was explained that transport models are not crystal balls with perfect prediction of the future but are the best tools available to help inform decision makers.

<u>1950</u>

I have asked traffic monitoring colleagues if they can provide any information showing traffic changes along Drayton Road / Brook Street. However, I do not believe OCC has a permanent Automatic Traffic Counter (ATC) on that road, so it could be the case that only sporadic data is available, if any.

OCC does hold a turning count survey from Thursday 18th May 2017 which shows for the 7am to 7pm period that the movements from Brook Street to Church Street are approximately 15% higher than those from High Street to Church Street. So yes, it does

appear the data supports your analysis that there is a higher traffic flow from Brook Street to Church Street than from High Street.

I will share any further information regarding historic traffic flows through the village if my colleagues can provide it.

Yours Sincerely

Jason Sherwood
Growth Manager – South & Vale

Direct line: 07795 384708
Email: Jason.sherwood@oxfordshire.gov.uk

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Charles Leonard
Address	
Type of Comment	Objection
Comments	By way of brief addendum to the further comment sent at about 3 pm there is, with apologies, a yet further typo - this one in the penultimate sentence where I meant to refer to the proposed junction '...with or without ...' a roundabout. In other words, as the first comment should have made clear, the objection is to a link or junction of any kind at the river crossing just south of the river. In the event that the roundabout is rejected and a T junction reinstated then the old road between Sutton Courtenay and Appleford should be maintained by a flyover or underpass. You will also note that the last 2 letters attached to the last comment are in the wrong order. That really is it (hopefully)
Received	10/12/2021 16:29:49
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Charles Leonard
Address	
Type of Comment	Objection
Comments	By way of brief addendum to the further comment sent at about 3 pm there is, with apologies, a yet further typo - this one in the penultimate sentence where I meant to refer to the proposed junction '...with or without ...' a roundabout. In other words, as the first comment should have made clear, the objection is to a link or junction of any kind at the river crossing just south of the river. In the event that the roundabout is rejected and a T junction reinstated then the old road between Sutton Courtenay and Appleford should be maintained by a flyover or underpass. You will also note that the last 2 letters attached to the last comment are in the wrong order. That really is it (hopefully)
Received	10/12/2021 16:29:54
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Charles Leoanrd
Address	
Type of Comment	Objection
Comments	This objection is focused on one significant aspect of the proposals, namely the proposed junction with the new River Crossing just outside Sutton Courtenay ('SC')to the East - whether roundabout or T junction. The volume of documents, the complexity of the proposals and the lack of response time prohibit further comment but irrespective of that there are fundamental flaws in the proposed junction. By way of background this property lies at the centre of SC overlooking the triangle at which Church St, High St and Brook St all meet. It is a Grade II listed building which dates back to the end of the 16th century and lies very close to this carriageway. It is timber framed with, now, a lime render cladding on the front elevation. This was applied in 2005 on failure of the previous pebble-dashed cement- based rendering. Yet such is the weight of traffic here, including heavy vehicles, that the cladding developed cracks within a few years and, although these have been filled, further cracking has occurred as more particularly described in correspondence referred to below. The objections are more broadly based as there is far too much traffic coming through this village and the proposed junction will increase it. The grounds for the objection are: lack of foresight; lack of research; lack of consultation. Lack of foresight - references to 'east-west' traffic is to vehicles coming past this property from/to Drayton and Milton in the west, i.e. along Drayton Road, which becomes Brook St, and then along Church St and in/out of SC, mainly over the bridge. References to 'north-south' traffic is to vehicles coming from/to High St SC, along Church St and in/out of SC as above. The road past this house is sometimes referred to as the 'South Abingdon bypass'. This is because a large part of the traffic past here is because many drivers find it easier to come this way rather than through Abingdon. It is a true rat run. Although no figures are available the rout attracts a large number of vehicles from South Abingdon and/or from west of Abingdon who find it convenient; in addition to those from Drayton and from south of Drayton. It is very clear that the OCC analysis of the problems generated by the queues at the bridge and at the triangle, and the solutions purportedly offered by the scheme, have not only made no allowance for this volume of traffic but have also ignored: first the cohort of drivers who, because of the queues from the bridge, currently avoid this route; second the likely cohort of drivers who would be drawn to this route if it offered easy access to the new road via a junction just outside SC. The lack of foresight is also demonstrated by lack of research and insufficient modelling, which form the next headline point. Lack of research - much is made of the modelling in the Transport Assessment and elsewhere. However, the proposal that a junction be added to the river crossing just outside SC was a late addition and in the earlier iterations of the proposals there seems to have been no modelling of what might happen to the existing east/west traffic. The lack of attention to this question seems to have continued notwithstanding the later proposals to add a junction. Indeed it is striking that the tables at paragraphs 6.30 and 6.31 of the Transport Assessment (Pt 1) omit the Brook St traffic in each of the scenarios shown and projected. Although the junction is correctly referred to as that between High St, Church St and Brooks St it is clearer on a closer look that the length of queues being considered is simply the queues in High St. This is understandable as a point of identification as that is the give way point. However, it completely fails as an exercise because the length of the queue at that point is governed not only by the length of the queue back from the bridge but also the sheer volume of east/west traffic coming from Brook St, i.e. from Drayton Road and thence Drayton and beyond. This represents the bulk of the traffic here - not just in the peak hour but also during the day. That the modelling focus is limited to the north/south traffic is further supported by the

correspondence between us and the OCC between November 2020 and April 2021. Rather than risk losing this narrative by trying to attach copies they will be emailed separately in PDF form to the case officer, or perhaps attached to a further objection if that proves feasible. In particular, please note that the OCC letter of 26.11.20, as amplified by the figures set out in the further letter of 12.4.21, sets out the very high proportion of vehicles turning left out of SC onto the bridge and then right onto the A 415 without any attempt to find the source of those vehicles, whether from High St or Brook St and, if the latter, whether from Drayton or Milton and, in the case of Drayton whether as a consequence of a left or right turn into High St. The sheer lack of modelling or even consideration of this aspect is reflected in the concentration, in the letter of 26.11.20, on the likely reduction in north/south traffic, completely ignoring the larger volume of east/west traffic. This fundamental flaw is also evidenced by the blase assumption in both letters that whatever traffic would flow east/west from/to the proposed junction with the river crossing would have been travelling that route in any event. This completely ignores the avoidance behaviour mentioned above as well as the likely magnetic, or draw, effect of a link to the new road system offered by a trip though SC that would not otherwise have been engendered. This road is already a rat run and the link would make it worse. Consider also, please, the frequent traffic jams on the A34 and the attraction that an alternative route through SC would have given that the new road will end up near Nuneham Courtenay and therefore offer another way of getting onto the M 40. None of this has been considered, let alone modelled. It has been ignored.

Lack of consultation. Despite promises of full consultation this element has also been woefully short. Please see the details contained in the responses of the Parish Councils of Sutton Courtenay, Appleford and the others. Further consultation and answers are needed.

To add to the above objections, in the event that a junction is added Brook St/Drayton Road must be subject to the maximum weight and size reductions, chicanes, speed bumps and speed limits practicable. 20 mph is suggested, now widely applied in London even on semi-arterial routes (e.g. Denmark Hill/Herne Hill in South London). The B 4016 should also be de-rated, its use as a HGV driver training route terminated, the Hanson licence terminated and the waste vehicles allowed along here only for collection purposes. If this means that more traffic goes through Drayton and Steventon that was a former A road, being the A34 prior to the dual carriageway construction. In event that road leads naturally and efficiently to the Milton Interchange and thence the roundabout at the south/western point of the new system. The bridge in SC should remain open for vehicular traffic, preferably with a size/weight limit to keep commercial vehicles away so far as practicable.

The correspondence with OCC comprises: ours of 18.11.20, OCC reply of 26.11.20, ours of 20.12.20, OCC of 12.4.21 and ours of 30.4.21. The OCC correspondent in all cases was Jason Yearwood, who has our thanks, but that was the limit of his role as the responsibility for the substance of the inadequate and revealing replies were the team behind this proposal and the flaws in it, at least so far as the proposed junction is concerned.

Having written all this it would be a shame to lose it and the correspondence will be sent separately as indicated and because of the fear that this document will be lost if the page is left.

Received 10/12/2021 15:01:23

Attachments

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Charles Leonard
Address	
Type of Comment	Objection
Comments	With apologies for needing another comment to clarify one matter in the first comment made yesterday 11.12.21. It is the section that begins 'Lack of Research' about half way through and relates to the comment on the inadequacy of Tables 6 30 and 6 31 on p 102 of the Transport Assessment (Pt 1). This requires a slightly clearer explanation - despite the reference to 'Brook St' as in 'Church St/Brook St' there are no separate figures given for the AM queuing from Brook St into Church St. This is not immediately obvious, perhaps because of the references to Brook St both in terms of the identification of the junction and the 'Brook St/Church St' description, which is in fact simply the description of the continuation of the same carriageway. The point remains that there are no separate figures, analysis or model that reflects the vehicular traffic from Brook St into Church St which, for reasons already set out, is (together with limits of the bridge) the main cause of the AM queues. Thus, turning onto p 103 of the Transport Assessment (Pt 1) the arguments set out in paragraphs 6.8.23 and 6.8.24 are completely invalidated by the lack of relevant information, diagnosis and modelling. Hopefully that is it.
Received	12/12/2021 20:24:54
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Chris Hancock
Address	
Type of Comment	Objection
Comments	I wish to object to the proposed HIF1 road as this fails to comply with the environmental concerns expressed in the Council's own transport plan and the local plans of the District Council. The Council's transport plan of 2021 (LTCP5) clearly recognizes that " Current trends of car use have contributed to congestion and public health issues across the county. In order to address these challenges, we have to reduce the need to travel and discourage unnecessary individual private vehicle use." The imperative need to reduce carbon emissions from transport, to reduce global warming is also recognised. However this proposed new road (HIF1) will achieve the opposite. In addition to car commuting This road is intended to encourage traffic from the A34 at Milton to take a new route to East Oxford and onwards to the M40. The traffic volume will be unprecedented around Didcot, village communities north of Didcot, and in the Oxford green belt. OCC recognise that building new high-capacity free flowing roads is incompatible with today's reality for a more sustainable, lower carbon future. As OCC state "we have found that road schemes often generate new demand and quickly reach capacity again. It is therefore not a sustainable long term solution for Oxfordshire's transport network" . This road proposal is yesterday's thinking, already obsolete even before planning approval. Construction and operation of the road will make OCC's, the Vale and South Oxfordshire District Council's task of reducing transport carbon emissions infinitely more difficult. As one of the largest infrastructure schemes in the county this is a wasteful failure to grasp the opportunity to encourage sustainable transport. Let us see efficient shuttle-bus-only commuter lanes from Didcot to employment centres alongside lanes for electric cycles and scooters. Let us see employers encouraged to support employees who opt for electric hire schemes or other forms of sustainable commuting. I therefore encourage the planning committee to withhold planning approval for this scheme and allow OCC time to develop an alternative transport proposal which meets the Council's transport policy to provide sustainable, low carbon solutions to support growth.
Received	02/02/2022 15:19:23
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Miss Victoria Johnson
Address	
Type of Comment	Objection
Comments	I wish to object to the planning application (ref R3.01138/21) which should be rejected for the reasons listed below: 1. The road is too close to Appleford village. It will bring noise and pollution that will be damaging to the health and well being of residents. At such proximity (70m) and height (30ft /10 m) no mitigation will be effective to reduce the noise and pollution. The elevation of the road will have an adverse effect on Appleford and will scar the landscape for the surrounding area. 2. The objective of the road is to support housing development, yet it is designed as an arterial link (A34 to Golden Balls Roundabout / Abingdon bypass to east Oxford / M40) which will bring large volumes of commercial traffic and impact other villages along the route. 3. The traffic modeling data is not convincing and through traffic in Appleford and other villages will return to current levels in 10 years. The data presented to justify access, junctions, traffic, environmental, health and pollution impact is insufficient and unconvincing. 4. Noise will affect the entire village. The elevated road and flyover bridge will exacerbate existing rail noise at Appleford which is recognised as a noise corridor by DfT. 5. The application is not compliant with OCCs own plans and policies and breaches green belt. I wish my objection to this application to be considered and urge the Councilors to reject it accordingly
Received	09/12/2021 14:49:49
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Daniel Pooley
Address	
Type of Comment	Objection
Comments	Oxfordshire must listen to the government mandated, community-voiced and world-wide agreed target to reduce emissions. Furthermore, they are obliged to promote active travel and healthy outcomes for their citizens. OCC must therefore put all their resources into schemes that achieve these goals. More roads will only generate more private vehicle traffic. Car decongestion can not be achieved by road building, it can only be achived by the development of public transport and safe active travel infrastructure. Please reconsider where funds are used, and the outcomes these proposals will bring about. Honestly, this absurd amount of money will be far more impactful with schemes that reduce the amout of traffic on the roads. This proposal promotes MORE traffic. Please review these schemes and seek guidance from organizations that are engaged in promoting public welfare and good environmental outcomes.
Received	27/01/2022 12:52:07
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Daniel Scharf
Address	
Type of Comment	Objection
Comments	This application raises the following questions: 1. Has the County Council read and understood its own Local Transport and Connectivity Plan? 2. How is the building of a new road justified while, at the same time road traffic is being reduced by 25% and halved soon thereafter? 3. Is the County Council run by officers and members who deny that climate change is happening or than road transport makes a significant contribution to GHGs? 4. Does the County Council not have any schemes for spending 300m that could reduce traffic rather than stimulate its growth? 5. Has the Council understood either the science or practicality of offsetting either the carbon emissions or biodiversity loss that must include all the damage to soils? 6. Has the Council understood that the link between Didcot and Culham (if it ever takes place) should be motor-traffic free as part of the Didcot Garden Town plan? 7. If this scheme is approved the County Council will be discredited to an extent that it will no longer be in a position to oppose other developments that would be responsible for an increase in traffic or GHGs? The cumulative effect if this act of environmental negligence and irresponsibility would be incalculable. 8. The application has been made without any reliable assessment of the impacts of electrification, working from home, digitilisation, autonomous passenger and freight vehicles all of which are uncertain but individually and together will have a material impact on volumes and directions/routes of traffic. 9. Has the Council made a reliable estimate of the carbon emissions embodied in the construction of the road from the materials (mostly steel and concrete) and building operations? There is no reasonable prospect of these emissions, that arise in the critical next decade, to be offset in any meaningful way. In fact the road is designed to increase traffic, implying more embodied and operational carbon. 10. Has the Council found a model of electrification and introduction of ZEVs that reduces carbon in the critical short term? Most if not all models show that carbon emissions increase during electrification and cannot get to zero due to manufacturing of charging infrastructure, vehicles and batteries. 11. How will it help to get passengers back onto public transport if the transport authority panders to the private car? 12. The OTCP states, "There are situations where new roads, or widening roads and junctions may be necessary,but this is not a sustainable long term solution because we have found that road schemes often generate new demand and quickly reach capacity again. There is substantial national and international evidence of motor traffic 'disappearance', when road capacity is reduced, particularly where there are viable alternatives and in areas of excessive demand on road space." What can be the need for a new road when volumes are being increased and could be decreased further by reducing road space, and viable alternatives are being proposed?
Received	08/01/2022 22:04:39
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Daniel Yee
Address	
Type of Comment	Objection
Comments	Neither Clifton Hampden nor planned housing around Didcot requires new roads on this scale. This is just an underhand way of starting work on an Oxford-Cambridge expressway, or another such scheme, while trying to avoid opposition. Housing developments need to be connected by cycling and walking links to railways, and provided with bus routes. They should not be provided with roads that will only shift people away from sustainable transport.
Received	28/01/2022 12:18:55
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Dave Horsley
Address	
Type of Comment	Objection
Comments	It seems to me that the more roads there are the more cars we have We need an integrated transport system Yours Dave Horsley
Received	16/01/2022 18:44:01
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr David Baker
Address	Baker Rose Consulting LLP 53 Davies Street London W1K 5JH
Type of Comment	Objection
Comments	This is a holding objection made on behalf of FCC Environment UK Ltd.
Received	10/12/2021 15:47:20
Attachments	The following files have been uploaded: 211210.HIF1.FCC.OCC.Planning Consultation Response.issued.pdf

CONSULTING

PROPERTY TRANSPORT INVESTMENT DEVELOPMENT

Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND

10th December 2021

PLANNING APPLICATION REF: R3.0138/21

CONSULTATION RESPONSE

Applicant: Oxfordshire County Council

Proposal:

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. (**'the Scheme'**)

Site location:

At 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.

Representations on behalf of FCC Environment (UK) Limited

We are writing on behalf of FCC Environment Ltd (**'FCC'**), the Owner of the old Landfill at Sutton Courtenay (**"the Site"**) and other interests which forms part of the land required for the Scheme.
FCC is not unsupportive of Oxfordshire County Council's ('OCC') objectives underlying this planning application and will continue to work cooperatively with it to enable it to fulfil its statutory obligations.

As Council Officers are aware, there are a number of matters of concern to FCC which will need to be resolved. albeit at the present time, as they remain unresolved, these issues form technical objections to this planning application. FCC is therefore reserving its position at this juncture and this representation should be treated as a holding objection.

The following comprise a summary of FCC's main concerns. It is not to be treated as an exhaustive list, or to exclude other matters that may arise as discussions evolve. However, for the avoidance of doubt, it is FCC's intention to work with OCC to resolve matters appropriately.

1. THE SITE AND THE ENVIRONMENTAL PERMIT

1.1 The Site is currently subject to an Environment Permit and a variation will be required to this, to be agreed with the Environment Agency, if the scheme as proposed is to be delivered. There are also a number of monitoring boreholes which will need to be relocated, with the Environment Agency's agreement.

1.2 The Site is the subject of an approved Restoration Scheme, which will need to be amended, again with the agreement of the Environment Agency under the conditions of the Environment Permit.

1.3 Until such time as there is agreement reached with FCC, OCC and the Environment Agency on these matters, the scheme cannot be implemented and planning permission should not be granted.

2. TECHNICAL CONSTRAINTS

2.1 A substantial part of the Scheme is proposed to cross '90 acre field' which it is noted in the application is referred to as 'restored land' following its historic use as a landfill site. For the avoidance of doubt, the historical landfill has been capped, but the original land fill waste remains below the cap.

2.2 It is noted that there is an assumption that there should be little subsequent further settlement as a result of the Scheme. Whilst this may be the case, FCC is concerned that the study undertaken on the whole 90-acre field, which OCC has a copy of, suggests that this is by no means certain and as such more work is required to validate this aspect of the route. The Environmental Statement is currently considered inadequate in this context, not least in dealing with both construction methodologies and consequences.

2.3 Existing lagoons and ponds are affected by the proposal, both in terms of works in them to support the Scheme and proposals to use them for drainage of the Scheme. These lagoons are critical to FCC's operation and are regulated by discharge consents, which the Scheme proposal could cause to be breached. Further design work and commitments would be needed to ensure the Scheme is a deliverable scheme, which currently is by no means certain as proposed. The Environmental Statement does not adequately address these issues at this juncture.

2.4 FCC will need continual access for its operating business, and it is not yet clear how this will be provided throughout construction. We cannot identify a phasing plan for construction works with timing for key stages which is a matter we consider should be taken

into account at this stage of the planning application. Nor does there appear to be any plans showing temporary access points for FCC during each phase.

2.5 Some of the plans for example the preliminary ecological mitigation plans show the red line for the site as being indicative (subject to change). We do consider it appropriate for assessment of environmental impacts to be based on a consistent and fixed site boundary.

CONCLUSION

FCC does not object to the principle of the Scheme but there are several key issues which need to be resolved before it is considered that a planning consent can be granted for a deliverable scheme. As such these remain technical objections, to be resolved. As previously stated, the issues above are by no means an exhaustive list.

FCC will work with OCC in the coming months to seek to agree remedies.

Your sincerely

David Baker FRICS FCILT MCIArb

For and on behalf of FCC Environment Ltd

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr David Eldridge
Address	
Type of Comment	Comment
Comments	This new road will undermine government attempts to reduce carbon emissions. New roads have been found to generate more traffic. Air pollution levels are already high, and already reach safety limits. This new road is the link from A34 to M40; an expressway by stealth. It will further damage the environment. CoP26 has set out national and international guidelines to prevent environmental disasters through climate change. A proper Environmental Impact Assessment of any new road should be made with this in mind.
Received	08/01/2022 10:09:13
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr David Godfrey
Address	
Type of Comment	Comment
Comments	The plans do not show the effect on the rights-of-way network. In particular it seems that there will be no access from Appleford to the footpath and bridleway to the west (especially Restricted Byway Appleford 106/4 and Bridleway 106/3 to Appleford Level Crossing; also from Clifton Hampden village to the countryside to the north via footpaths 171/3, 171/6, 171,10, 171/1 and 171/2. These are not shown on the plans and there is no legend on the plans to show what effect the road will have on these important accesses.
Received	08/12/2021 19:59:03
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr David Holt
Address	[redacted]
Type of Comment	Objection
Comments	New roads always increase traffic which is counter to achieving Net Zero CO2 and reducing pollution across the county, so this proposed road is completely at odds with the counties' overarching goals. I understand the estimated cost has risen to 294M, which as we all know will be exceeded by the time the road building starts. Surely the county has better things to spend a third of a Billion on? I STRONGLY object to this dinosaur of a project. Sincerely, Dave Holt, MBA, B.Sc (Eng)
Received	01/02/2022 09:11:48
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr David von Emloh
Address	
Type of Comment	Objection
Comments	My HUGE concern about this proposal is that it is going to lead to a MASSIVE increase in traffic in the villages/small roads south of Oxford. What the plan has not considered is that you are creating about 60% of a link road from the A34 to the M40. On busy days on the A34 (e.g., Friday afternoons) you are going to find that large amounts of the A34 traffic is going to divert onto the new roads to "cut across" to the M40 and area South of the Mini plant. This will cause huge amounts of NEW traffic once you get past Clifton Hampden on roads that are not suitable. In addition - these roads are used by a lot of cyclists and have lots of bends. I also worry that the bridge will also results in addition deaths as: 1) There will be lots of addition traffic, and 2) A lot of HGVs - currently the road to the Golden Balls doesn't allow ANY - I imagine this restriction will be lifted when there is a bridge and bypass around Clifton Hampden A really believe that this proposal has totally missed the huge impact of these two effects
Received	16/02/2022 07:28:17
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Euan Brown
Address	Walsingham Planning Limited Bourne House Cores End Road Bourne End Bucks SL8 5AR
Type of Comment	Objection
Comments	The Environmental Impact Assessment for this proposal concludes that
Received	16/12/2021 14:33:40
Attachments	The following files have been uploaded: 211216.L2 Didcot Premier Inn Objection to road scheme .pdf SP Review of ES rev 0.pdf

Over 30 years of success and still planning
WALSINGHAM PLANNING
SPECIALIST PLANNING & DEVELOPMENT CONSULTANTS

Our Ref: EB/B0228/21

16 December 2021

Bourne House, Cores End Road
Bourne End, Bucks, SL8 5AR
Tel: 01628 532244
Email: bourne.end@walsingplan.co.uk
Web: www.walsinghamplanning.co.uk

Oxfordshire County Council
Planning Department

* by electronic submission *

Dear Sir or Madam,

Application: R3.0138/21
For: "The dualling of the A4130 carriageway (A4130 Widening)…" etc
At: "A linear site comprising a corridor between the A34 Milton Interchange…" etc

I have been instructed to submit an objection to the above application on behalf of Premier Inn Hotels Ltd, operator of the hotel at Milton Interchange, A4130, Milton, Abingdon OX14 4TX

Premier Inn have become concerned about the above proposal because the accompanying Environmental Impact Assessment predicts an adverse noise impact on their hotel, but states "*impact relates to traffic on new access road in adjacent development*".

Premier Inn do not believe that this is acceptable as and ask the Council to read the attached Commentary by Scotch Partners, which addresses noise from the development and the approach taken by the EIA in details.

Based on this Commentary, Premier Inn request that the noise section of the EIA be revisited, so that any noise mitigation measures necessary to protect the hotel from the adverse impacts of this proposal are identified and included within the development.

We look forward to confirmation that this matter will be considered in your determination of this application.

Yours faithfully,

Euan Brown BSc MBA MSc MRTPI
Consultant
BOURNE END OFFICE
euan.brown@walsingplan.co.uk

ScotchPartners

15 December 2021

Application: R3.0138/21

Didcot Garden Town HIF 1 Scheme

Commentary on the noise findings of the Environmental Statement submitted in support of Application R3.0138/21

Prepared by: John Lloyd BEng MSc CEng MCIBSE MIOA

1 Introduction

1.1 Scotch Partners LLP have been appointed by Whitbread PLC to review and comment on the assessment and findings within the *Environmental Statement Volume 1, Chapter 10 - Noise and Vibration*, dated September 2021, prepared by AECOM Ltd, for the Didcot Garden Town HIF 1 Scheme.

1.2 Scotch Partners provide professional advice on acoustic matters to Whitbread on all of their hotel and property projects. Consequently, they have been asked to advise on the noise impact that the proposed Scheme will have on their hotel at the Milton Interchange which falls within the scope of the Environmental Statement.

1.3 This review and commentary is intended to inform Whitbread about the likely noise impact of the Scheme and its likely impact on the operation of the hotel. Recommendations are offered on the basis of this review.

1.4 It should be appreciated that for more than 10 years Whitbread have offered, and continue to offer, a *Goodnight Guarantee* nationally in all of their Premier Inn hotels which refunds guests if they have been disturbed by noise. The potential for increased noise disturbance and hence refunds to guests who might be disturbed, is therefore of particular concern to Whitbread.

2. Identified noise impacts of Scheme

2.1 A review of Chapter 10 of the Environmental Statement (ES) and its supporting appendices has identified that there are a number of anticipated impacts upon the Premier Inn hotel at the Milton Interchange including those from construction noise, construction vibration and operational noise following completion of the works.

Construction Impacts

2.2 During the construction phase of the works, significant adverse daytime construction noise effects are identified at the closest receptors to the construction works on the existing A4130. The Premier Inn hotel is one of these receptors.

2.3 The ES states:

"At receptor R1 (Premier Inn, A4130) daytime levels at or above the SOAEL are predicted in five months (moderate impact) and are related to the creation of the adjacent site compound, earthworks and roadworks on the Scheme mainline to the north and earthworks and roadworks on the access into the new development to the south. Evening levels above the SOAEL are predicted in three months (moderate impact in one-month, major impact in two months). Night-time levels above the SOAEL are predicted in two months (major impact). These evening and night-time impacts relate to tie-ins between the Scheme and the A4130. The anticipated duration of evening and night-time tie-in works in this area is very low, well below the DMRB criterion of 10 or more working days (or evenings/weekends or nights) in any 15 consecutive days.

However, for the purposes of this assessment a conservative approach has been adopted and a risk of exceeding the duration criteria identified."

2.4 The ES indicates the highest construction noise levels during the daytime could be as much as 10 dB above the LOAEL, 9 dB higher than the LOAEL in the evening and 14 dB above the LOAEL at night. The assessment has taken the LOAEL to be the prevailing ambient noise level in the absence of construction noise.

2.5 With respect to vibration from construction activities the ES states:

"The predicted PPV (peak particle velocity measure of vibration) due to the steady state operation of vibratory plant is estimated to exceed the SOAEL for vibration annoyance within approximately 50 m of works using a large roller, approximately 35 m for a medium roller and 15-20 m for a small roller. Based on the information from the ECI, approximately 15 residential buildings and two non-residential potentially sensitive buildings are located within these distances." This includes the Premier Inn hotel.

2.6 The ES concludes that the magnitude of the vibration effects is moderate but there is a residual significant adverse combined effect from construction noise and vibration during the construction works.

Operational Impacts

2.7 Noise impact from operational traffic movements associated with the Scheme have been identified as having a significant adverse effect on the hotel. The ES anticipates the property will experience a moderate increase in traffic noise levels in both the daytime and night-time in both the short term and long term.

2.8 This represents a 3-5 dB short term increase in noise levels and a 5-10 dB long term increase in noise levels.

2.9 The ES does highlight that some of this increase in operational noise is as a result of the creation of a new roundabout and access road which serve development sites immediately to the north and east of the hotel.

3. Anticipated effect on the Premier Inn hotel

3.1 Guestrooms at the Premier Inn hotel at Milton Interchange have mechanical ventilation to supply fresh air and extract vitiated air. In addition guests have the opportunity to open windows to purge ventilate the room of odours. The hotel guestrooms do not have air conditioning and consequently in summer months guests may open their windows to limit overheating.

3.2 The predicted construction noise levels overnight will be up to 14dB greater than the current ambient noise levels. This is a significant increase and whilst it may not be continuous, this noise is likely to be particularly noticeable because it is out of character with the underlying noise climate which can be expected to consist principally of road traffic noise. As the hotel's façades would not have been designed to provide acceptable sleeping conditions at such elevated ambient noise levels, it is reasonable to expect guests will be disturbed by this construction noise.

3.3 Whilst the character of the increased operational noise may not have changed, as it will still be dominated by road traffic noise, the predicted increase in ambient noise levels is significant. Again the hotel's facades would not have been designed to achieve acceptable levels of indoor amenity at such elevated external noise levels. It is therefore reasonable to expect that with this increase in ambient noise levels, more guests can be expected to be disturbed by the Scheme's operational noise.

4. Mitigation

Construction Impacts

4.1 With respect to the mitigation of construction noise the ES states:

"There is potential for additional attenuation of noise from construction activities to be achieved through the use of localised temporary site hoardings or noise barriers. These have not been included in the assessment of construction noise in order to represent a worst-case scenario. BS 5228 (Ref 10.15) advises that such barriers can provide a reduction in noise levels of 5 dB when the top of the plant is just visible over the noise barrier, and 10 dB when the plant is completely screened from a receptor. The effectiveness of a noise barrier depends upon its length, effective height, position relative to the noise source and to the receptors, and the material from which it is constructed. Therefore, the potential attenuation provided by any such additional localised barriers cannot be quantified accurately at this stage. Proposals for the use of localised temporary site hoardings or noise barriers will be developed at the detailed design stage and implemented during the construction works. Based on the proximity of some of the works to sensitive receptors, temporary hoarding/barriers are likely to be essential in some locations."

4.2 It goes on to state:

"The Noise and Vibration Management Plan required by the CEMP will set out how the requirement to adopt best practicable means has been met through the choice of working methods and plant, and, where appropriate, site hoarding. This process has the potential to reduce the magnitude of the construction noise impacts."

4.3 Whilst it is fully accepted that construction cannot be prevented it is essential that all possible construction mitigation measures are considered not only with respect to the physical mitigation measures such as screens and enclosures, or plant selections and methodologies, but also the scheduling of construction activity. This must minimise wherever possible the amount of construction activity undertaken overnight when it has the greatest potential to disturb hotel guests.

4.4 Given the commercial implications that construction noise impacts and disturbance to guests will have, the hotel will expect to be fully consulted and invited to contribute to the development of the Contractor's Noise and Vibration Management Plan.

Operational Noise

4.5 The ES does not consider any mitigation measures for controlling operational noise impacts to the hotel. Such measures could have included, permanent noise barriers and low noise road surfaces.

4.6 The ES highlights that low noise surfaces are unlikely to be adopted within 100m of roundabouts so as to allow the use of high friction surfacing for its road safety benefits. Nonetheless it is unclear from the ES whether a sensitivity test was undertaken to establish whether such surfacing on the nearby stretches of the A4130 would have meaningfully reduced the operational noise levels.

4.7 The ES indicates that some of the operational noise is as a result of the proposed roundabout and access road to the east of the hotel, but it gives no further indication as to how much of the predicted increase in ambient levels is attributable to this and how much may be attributable to increased traffic movements on the A4130 to the north of the hotel.

4.8 The ES appears to suggest that noise associated with this access road and any developments upon it do not fall within the scope of the ES. If the impact is highlighted and associated with the scheme then it is reasonable to expect mitigation measures should be proposed given the significance of the impact. The ES has avoiding making any such recommendations which is considered unacceptable.

5. Recommendations

5.1 Given the potential for significant disturbance during the daytime, but more importantly overnight, from construction activity and the negative commercial impact this can be expected to have on the operation of the Premier Inn hotel, all practical noise mitigation measures must be investigated. These measures must not only include screens and enclosures, or plant selections and methodologies, but also the scheduling of construction activity to minimise night-time working.

5.2 It is recommended that Premier Inn are consulted before and throughout the works and are able to contribute to and influence the development of the Contractor's Noise and Vibration Management Plan so as to minimise the impact.

5.3 No mitigation measures have been proposed to protect the hotel from the significant adverse effects of increased operational noise from the Scheme identified in the ES. This is unacceptable and must be addressed. It is recommended that the extent of mitigation required is properly established and recommendations for how this might be achieved are included within an addendum to the ES.

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Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr George Roberts
Address	[redacted]
Type of Comment	Objection
Comments	Colleagues. This is madness. From a road traffic point of view it will only increase journeys. From an impact on the environment poet of view the building of new roads on new rights of way destroys more habitats. The local and regional commitments to air pollution improvement and climate impact mitigation are not at all served by more road development.
Received	28/01/2022 13:23:58
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Graham Stanbridge
Address	
Type of Comment	Objection
Comments	Hi - for what it's worth: (1) I was unable to find an overview of what the layout looks like on this web site - it would be nice to have a before and after map illustration or similar on the home page. Perhaps some further UAT is needed - e.g. take an iPad out in the street, and ask 10 people at random to see if they can find the map on this web site within 30 seconds. (2) I am guessing from the fact that trees and hedges have recently been cut down, the plan is to locate a main road very close to the Great Western Estate. This is a pity, as it will bring air pollution and noise pollution to a lot of residents. I also hear rumours that this main road will be a new version of the A34, so lots of traffic day and night, but have been unable to confirm. Essentially, from what I can gather from this web site and from rumours, it looks like I need to think about moving before we have two years of road building noise followed by long-term air and noise pollution from a main road being put close to a residential area. So, am quite sad to see the fields being replaced by main roads as Didcot is currently a really nice place with friendly people, and it's a nice place to ride a bicycle being so close (currently) to the country side.
Received	01/05/2022 12:59:14
Attachments	

Comment for planning application R3.0138/21

Application Number	R3.0138/21
Location	
Proposal	
Case Officer	
Organisation	
Type of Comment	Objection
Type	
Comments	Hi - for what it's worth: (1) I was unable to find an overview of what the layout looks like on this web site - it would be nice to have a before and after map illustration or similar on the home page. Perhaps some further UAT is needed - e.g. take an iPad out in the street, and ask 10 people at random to see if they can find the map on this web site within 30 seconds. (2) I am guessing from the fact that trees and hedges have recently been cut down, the plan is to locate a main road very close to the Great Western Estate. This is a pity, as it will bring air pollution and noise pollution to a lot of residents. I also hear rumours that this main road will be a new version of the A34, so lots of traffic day and night, but have been unable to confirm. Essentially, from what I can gather from this web site and from rumours, it looks like I need to think about moving before we have two years of road building noise followed by long-term air and noise pollution from a main road being put close to a residential area. So, am quite sad to see the fields being replaced by main roads as Didcot is currently a really nice place with friendly people, and it's a nice place to ride a bicycle being so close (currently) to the country side.
Received Date	08/01/2022 21:31:11
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Daniel Pooley
Address	
Type of Comment	Objection
Comments	I strongly object to the building of the new road between the A34 and A4074. Decades of evidence shows that relief roads do not actually reduce traffic congestion, they merely temporarily move the congestion somewhere else for a couple of years before themselves becoming congested. Oxfordshire Fair Deal Alliance's first 'shared goal' is to "tackle the Climate Emergency through rapid decarbonisation, proper accounting of carbon emissions and ambitious targets, as well as supporting climate resilience". Building a new road is incompatible with that goal.
Received	27/01/2022 12:52:07
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr HILARY JOHN KILLICK
Address	[redacted]
Type of Comment	Objection
Comments	I have followed the ever-worsening news of climate change for over 20 years and Oxfordshire's transport is already unsustainable so I welcome the recent Local Transport and Connectivity Plan (LTCP) and its aim of zero-carbon Oxfordshire. However, its first target, to reduce car journeys by a quarter by 2030, in just 9 years, is an extremely tall order. Any new road building is likely to increase car journeys and make the problem even more difficult; one need only compare numbers of north-south journeys through Abingdon in the 1970s with the present volume of traffic on the A34. The 218 million this new road will cost, and more, is needed now for environmental improvements. I was relieved when the undemocratic proposal for an Oxford - Cambridge expressway was dropped, but it seems to me that this road could in due course become the first nine miles of it. Part of the new road near Culham and Clifton Hampden would affect habitats on acid, sandy soils. These support some plant species uncommon and decreasing in the county, see The Flora of Oxfordshire (Killick, Perry and Woodell, 1998, pages 55-6, 74-5), and Oxfordshire's Threatened Plants (Erskine, Killick, Lambrick & Lee, 2018, pages 9-10 and species lists on pp18-21).
Received	10/01/2022 14:19:45
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Iain Greig
Address	
Type of Comment	Support
Comments	Please, please, please build the infrastructure. I am a Didcot residential, a resident of fleet meadow and a key worker working in the pharmaceutical industry in North Oxfordshire. Even in the pandemic with people working from home and less cars on the road it can take me over half an hour to get to the Milton junction of the A34 in the morning. I cannot work from home in my role. It's 3.4 miles, this is unacceptable. There is no resilience in the infrastructure in Didcot. Any problems and the traffic builds and builds. The new road through Appleford needs to happen. The dueling of the A4130 is required if Valley park is built. The junction for Gwp was badly designed as it is not big enough for the amount of people living there. The road that was rebuilt over the trainline in Milton park is no longer suitable for HGVs, so they have to exit out the back if the park and drive down to the Milton A34 junction. Yes people should use more public transport and this should be encouraged. The reality is if you build the houses before the infrastructure then you cannot encourage people to use public transport. If there is no crossing from GWP/Valley park to Milton park people will continue to drive rather than cycle. If there is no road passing Appleford then the people that live In the rapidly expanding Didcot will not get to work if any problem is on the A34, not everyone works at a place easily accessible by public transport. Not only is this harm the economy but it will harm the lives of people already living here. People that can no longer get to work in time to see there children before bedtime. The complaints that I have seen from the people of Appleford are laughable. Yes some of them (a few houses) might have to look out on a flyover. But those houses already look out on a Trainline and a landfill site. A flyover at least might hide some of the landfill. My point is it is not an area of outstanding natural beauty. I understand that the people living there might not want this extra infrastructure there. But the people of South Oxfordshire should not be impacted by these few household for the next 50 years.
Received	18/11/2021 21:19:21
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr John Fox
Address	
Type of Comment	Objection
Comments	We have been building roads on these tiny Islands for 2,000 years. If we haven't got it right by now, we never will. We are living in an ever more congested society and we need fewer cars on the roads we already have not more roads. YOU NEED TO THINK AND PLAN MORE DEEPLY. How does this road contribute to reducing our carbon footprint. Please do not waste my taxes on this road, use it to reduce carbon emissions.
Received	07/03/2022 18:26:37
Attachments	

Comment for planning application R3.0138/21

Application Number	R3.0138/21
Location	
Proposal	
Case Officer	
Organisation	
Type of Comment	Objection
Type	
Comments	We have been building roads on these tiny Islands for 2,000 years. If we haven't got it right by now, we never will. We are living in an ever more congested society and we need fewer cars on the roads we already have not more roads. YOU NEED TO THINK AND PLAN MORE DEEPLY. How does this road contribute to reducing our carbon footprint. Please do not waste my taxes on this road, use it to reduce carbon emissions.
Received Date	03/03/2022 17:28:57
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr John Griffin
Address	
Type of Comment	Objection
Comments	The new County 'LTCP5' transport plan proposes to 'replace or remove 1 out of every 4 current car trips in Oxfordshire by 2030'. Building this new road will instead increase car trips and undermine the Council's own plans and commitments to a zero carbon future. New roads designed to 'relieve' traffic congestion have repeatedly led to increased traffic and there is ample clear evidence on this. As stressed by the Oxfordshire 2050 plan, we must invest in sustainable transport rather than new roads and we need to decarbonise our transport system. Transport is the single biggest contributor to the UK's emissions and has not yet achieved significant reductions from the 1990 baseline. The transport sector must reduce emissions by two-thirds over the next ten years if we are to meet national targets. There is no evidence that there has been a full evaluation of all options including not building the road and public transport based solutions. This road will cost 294 Million - money that should be invested in clean transport and provision for active travel, delivering the key LTCP5 aspirations.
Received	06/03/2022 20:49:01
Attachments	

Comment for planning application R3.0138/21

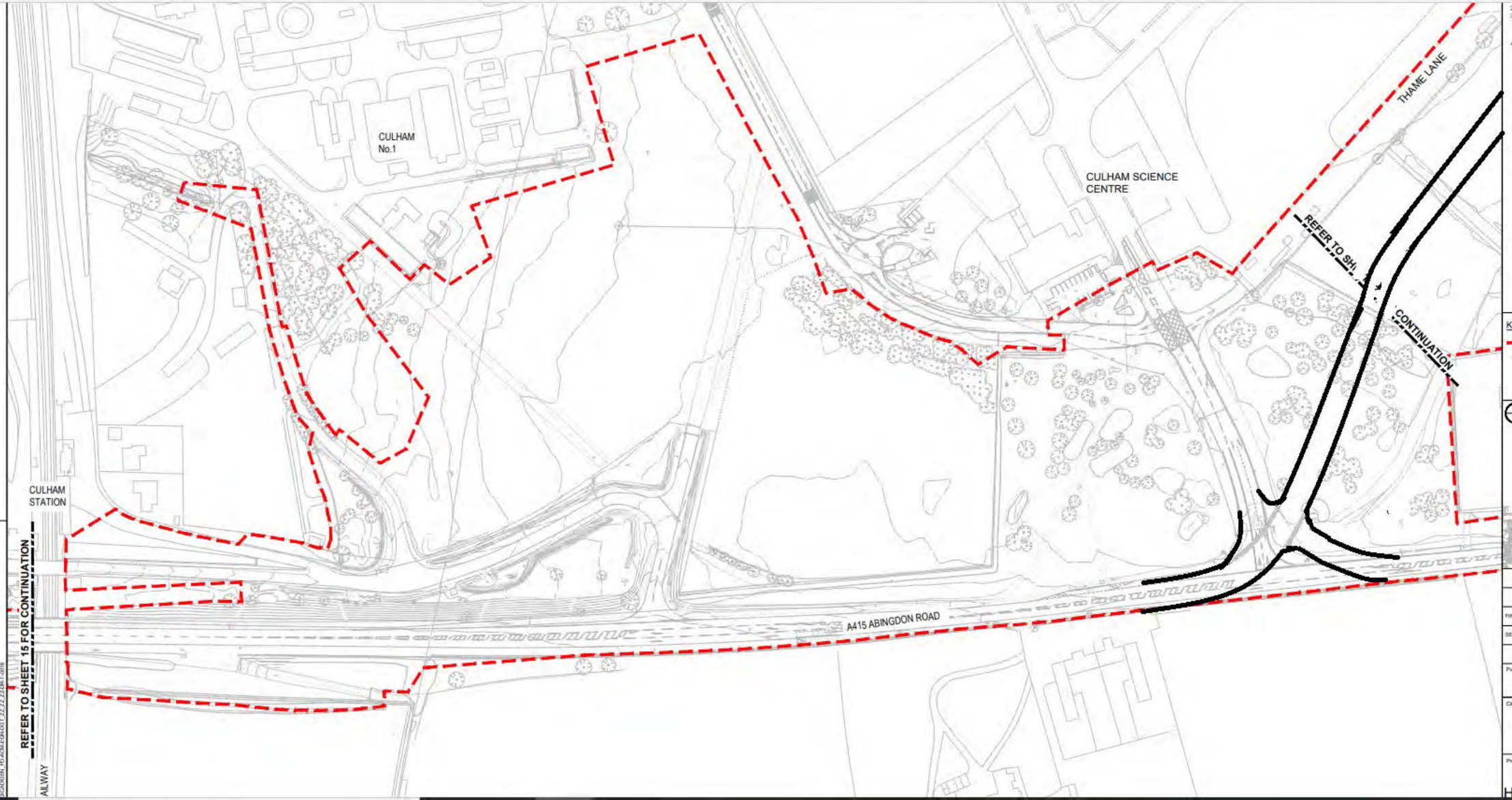
Application number	R3.0138/21
Name	Mr John Griffin
Address	[redacted]
Type of Comment	Objection
Comments	Transport is the biggest contributor to the UK's greenhouse gas emissions and has not yet achieved significant reductions from the 1990 baseline. The transport sector needs to reduce emissions by two-thirds over the next ten years to meet national targets. So we must invest in clean transport rather than new roads. New roads designed to 'relieve' traffic have repeatedly led to increased traffic. There is no evidence of an overall transport strategy that will deliver net zero and a full evaluation of all options is needed, including developing public transport based solutions instead of this road, which will cost 294 Million - money that should be invested in clean transport.
Received	10/04/2022 22:14:02
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Dr Richard Harding
Address	[redacted]
Type of Comment	Objection
Comments	This proposal needs a major rethink. It 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. 'Pathways to a Zero Carbon Oxford' report also highlights the need to "reduce our transport demand and complete more of our journeys by walking, cycling, public and shared transport". This proposal 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. 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. 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. 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: https://www.gov.uk/government/publications/webtag-transport-appraisal-process-may-2018 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. 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 should reflect the LTCP principles now. The cost of this proposal and the linked land acquisitions - which we understand to be already climbing to 294Million - 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. Please withdraw this plan 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. Pursuing this line will damage your authority's credibility in 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.
Received	31/01/2022 15:34:33
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr John Last
Address	[redacted]
Type of Comment	Comment
Comments	The roundabout at the entrance to the CCFE, UKAEA site is ridiculous. It will be very expensive, cause huge disruption while being built, make access to CCFE and the industrial estate more difficult and delay bypassing traffic. All that is required is a simple junction as shown on the attached sketch. What is the point of this roundabout?
Received	12/11/2021 16:55:54
Attachments	The following files have been uploaded: revised ccfe roundabout (1).jpg



2. DO NOT SCALE FROM DRAWING.
3. THE INFORMATION ON THIS PLAN IS GIVEN WITHOUT OBLIGATION OR WARRANTY. NO LIABILITY OF ANY KIND WHATSOEVER IS ACCEPTED BY AECOM FOR ANY ERRORS OR OMISSIONS.
4. DRAWING IS BASED ON ORDNANCE SURVEY MAPPING AND TOPOGRAPHICAL SURVEY.

KEY

REDLINE BOUNDARY

EXISTING POND / MAJOR WATERCOURSE

FIRST VERSION	SG AGB	11/08/21	P01	
SECOND REVISION	SG AGB	31/08/21	P02	
REVISION DETAILS	By Check	Date	Suffix	

Purpose of issue

SUITABLE FOR INFORMATION

Client

OXFORDSHIRE COUNTY COUNCIL

Project Title

DIDCOT GARDEN TOWN HOUSING INFRASTRUCTURE

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr John Last
Address	[redacted]
Type of Comment	Objection
Comments	This is partly comment, partly support and partly objection. The section of road bypassing Clifton Hampden, as shown on Highways General Arrangement, sheet 18of 19, is generally good. It is as far away from CH as possible and construction will not affect the village. The plan shows two crossings - "Uncontrolled crossing" and "Farm Access". I assume that these can be used by pedestrians. Therefore, could you put an island in the middle of the road so that the crossing can be made in two stages. It is sometimes difficult to find a gap in the traffic in both lanes at the same time.
Received	13/11/2021 12:12:30
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Jonathan Gray
Address	
Type of Comment	Objection
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. 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. 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. Such is the extent of local objection, no fewer than five parish councils on the route are opposing the plan and have jointly raised several thousand pounds to bring in expert advice. 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. 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: https://www.gov.uk/government/publications/webtag-transport-appraisal-process-may-2018 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". 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. 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. 5.The claim that this road will reduce congestion is based on little more than wishful thinking. New 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 16:04:31

Attachments

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Keith Baird
Address	
Type of Comment	Objection
Comments	It creates more traffic which we do not need
Received	19/02/2022 10:03:40
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Keith Baird
Address	
Type of Comment	Objection
Comments	It creates more traffic which we do not need
Received	19/02/2022 10:03:38
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Kevin Wilkinson
Address	[redacted]
Type of Comment	Support
Comments	Harwell Campus Bicycle Users Group (HarBUG) represents cyclists commuting to and from the Harwell Campus. We question the wisdom of the whole road scheme, which will encourage more motorised traffic which is both inefficient in terms of space and energy, resulting in more congestion. At a time of climate crisis we believe the need to improve connections could be met by more sustainable transport options. This could have been an opportunity to showcase future transport methods and highlight the Science Vale and Oxfordshire as a hub for innovative transport technology, instead another 20th century transport (road) scheme has been proposed. Given that a road scheme is the only option we are pleased to see that quite a bit of work has been carried out to include cycleways along the whole route. HarBUG supports the inclusion and building of cycleways along the whole route. Please see attached document for more detailed comments regarding the design.
Received	11/12/2021 14:48:53
Attachments	The following files have been uploaded: HarBUG - Didcot HIF Dec 2021.pdf

HarBUG Response to Didcot HIF – December 2021

Sheet No

1. A3130 Widening Sheet 1
    a. Are the Toucan crossings on the A4130 designed so that cyclists (and pedestrians) can cross both carriageways at once i.e., they are not two stage crossings?
    b. Can the segregation of cyclists and pedestrians be continued across the crossings and the northside path be segregated to the Backhill Tunnel opening?
    c. Will there be a clear / physical segregation between footway and cycleway i.e., not just a white line?
    d. Can there be a pre-warning of the crossing's status to slow traffic down before they reach the crossings i.e., flashing lights (like school crossings or flashing amber light) before the traffic lights change and during the crossing phase?
    Alternatively / as well could there be cameras monitoring the crossings?
    e. What if DfT do not approve raised parallel crossings on the south side?
    f. On the south side, the geometry of the roundabout will allow fast exits from the roundabouts, will motorists have time to respond and slow down? Is there a need to detect cyclists and pedestrians and pre-warn motorists that they will need to give way e.g., flashing lights? Or change the geometry.
    g. On the south side can the cycleway remain segregated across the crossings and either side, there does not appear to be a need for shared use space.
    h. On the south side, will cyclists and pedestrians have priority i.e., Tiger crossings – not clear on drawing.

2. A4130 Widening Sheet 2
    a. Is there a way of controlling westbound left turning traffic so that cyclists and pedestrians have a priority crossing Valley Park access? If a cyclists or pedestrian wants to cross, the left turn traffic is stopped independently to allow crossing, obviously only whilst traffic is flowing eastbound and westbound with no right turns or traffic exiting Valley Park.
    b. Not clear on drawings the difference between noise barriers and vehicle restraint barrier.

3. A4130 Widening Sheet 3
    a. Same comments about the parallel raised crossing subject to DfT approval as the Backhill Roundabout.

4. Didcot Science Bridge Sheet 5, 6 & 7
    a. Could there be a cycleway from the bottom of the Science Bridge in the former Didcot Power Station site to connect with Milton Road? This would be a useful link and enhance connections for cyclists.
    b. What is the purpose of overrun areas? Are they inviting poor driving? Note: the issues of wide turning points at Botley where cyclists have been knocked off.
    c. There is no cycle provision on the south side (Southmead Industrial Estate side), cyclists do cycle along this stretch.
    d. Can the uncontrolled crossing on the west of Collet Roundabout be improved, moved, different crossing used? It appears unsafe to use with the geometry of the roundabout allowing fast traffic movements.
    e. The scheme does not improve connections for cyclists or pedestrians across the Oxford bound rail line from Didcot Ladygrove or Didcot North East, currently being built. Are there plans now or in the future to improve access across the rail line.

5. Didcot to Culham River Crossing Sheet 8, 9, 10, 11, 12 & 13
    a. Sheet 8. Concerned about the safety of the parallel crossings on a straight piece of road regardless of speed limits. Are additional controls needed?
    b. Sheet 11 / 12 Crossing on B4016, concern about fast southbound left turn into crossing.
    c. In this scheme there are several occasions when shared use paths end at the scheme extents with no onward connections e.g., Appleford and Sutton Courtenay. At these points can cyclists be merged safely back into traffic and not just a sign or a 90 degree give way.

6. Didcot to Culham River Crossing Sheet 14, 15, 16
    a. On the north side of Abingdon roundabout exit to new development, the geometry of the roundabout will allow fast exits from the roundabouts, will motorists have time to respond and slow down? Is there a need to detect cyclists and pedestrians and pre-warn motorists that they will need to give way e.g., flashing lights? Or change the geometry.
    b. On the east side of Abingdon roundabout exit, same issue as in a). Can this be a single stage crossing and not two stages.
    c. Although not part of this scheme it does seem that the project will highlight the need to improve cycle access from Culham Science Centre to Abingdon and into Abingdon. Is there any way to bid for funds to continue the cycleway along the A415 into Abingdon?

7. Clifton Hampden Bypass Sheet 17, 18, 19
    a. Sheet 19, the end of the shared use path, merge eastbound cyclists back onto B4015 in safe, convenient way.
    b. Sheet 19, there is no crossing point for westbound cyclists to join shared use path.

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Mark Beddow
Address	
Type of Comment	Objection
Comments	You OCC wish for Net Zero, you support pazco but remain wedded to the old "Growth Board" hubris. Growth is not sustainable yet you propose an "Expressway Lite" though open country side with a new river crossing. The justification is rissible, the envionmental damage large. We who live here DO NOT WANT this and will oppose those who try to impose it. If this is not dropped then forget any support for pazco. Mark Beddow East Hendred 14-04-22
Received	14/04/2022 17:19:02
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Mark Stevenson
Address	[redacted]
Type of Comment	Objection
Comments	The proposed scheme is not in accord with principles of new LTCP. The area is already relatively dense with roads, both major and minor, increasing road density further is not an environmentally sensitive option. The main justification for the scheme would appear to be that it would support future development at Culham, however what it will do is to encourage transport dependent development. Especially transport involving significant HGV movement. Culham is clearly not an appropriate place for such development. Much science and technology based business is not HGV based. Not building the proposed road would therefore encourage transport-light business development. Given the existing road density, settlement pattern and plans for future residential development it would surely be more effective (less costly, less environmental impact, positive health impact, enabling) to link Culham to proposed and existing residential settlements with high quality active transport links (for example a purpose built cycle way designed as a commuter route alongside the railway, linking Didcot, Culham, Abingdon and Oxford). That is to say we should be using active transport as a driver for appropriate development and settlement rather than road building as a driver for inappropriate development and long commutes. Whatever transport infrastructure is built will create opportunity. We should be choosing opportunities that are environmentally and socially positive. We should not be locking people into unhealthy and damaging lifestyle. Also noise pollution from traffic is something we have unthinkingly accepted for decades, it was only when traffic declined significantly during the first lockdown of 2020 that people became aware of it (through its absence). When moving at speed even electric vehicles cause road noise. As we discovered, noise pollution adversely impacts our quality of life and that of the local biosphere. It should therefore be taken into account in planning.
Received	01/02/2022 21:29:35
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Martin Elliff
Address	
Type of Comment	Support
Comments	Please see the attached document.
Received	06/12/2021 08:45:40
Attachments	The following files have been uploaded: 20211206_R3.0138-21_Didcot_Infrastructure_Response.pdf

Long Wittenham Parish Council

Planning Application Reference R3.0138/21

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

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

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

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

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

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

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

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

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

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

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

efficient structure and reduce an enormous amount of wasted concrete and piling into the bargain.

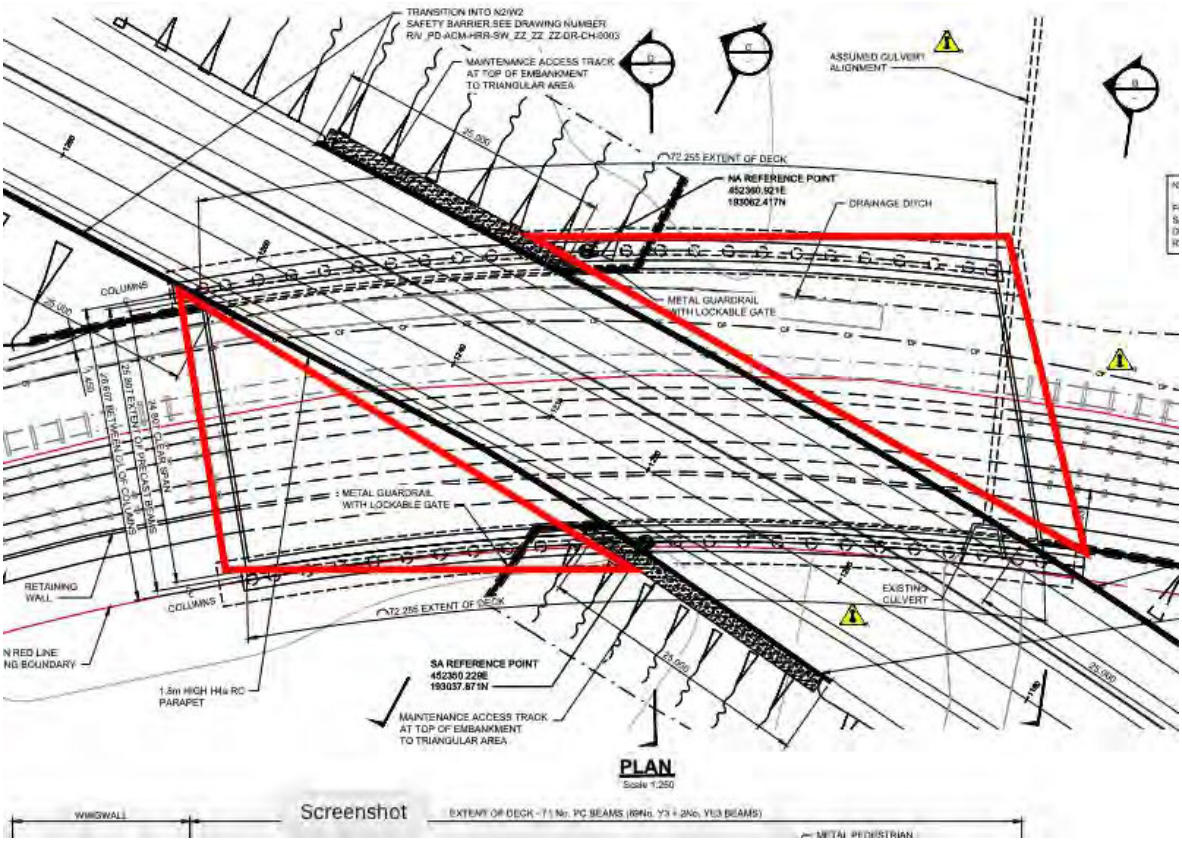
With OCC's drive for green initiatives this design is extremely lazy and wasteful of resources which could be significantly reduced by an improved design. The two large red triangles on the sketch below are completely redundant and could be designed out by a better design.

The amount of concrete in the bridge could probably be halved by changing to a skew design from this very simplistic and lazy "square" design.

The Parish Council is very concerned that there may be an initiative to implement traffic signals at the existing Appleford Rail Bridge. This bridge has always operated very successfully as two way traffic and the PC would be very concerned if traffic signals were installed as this would seriously delay traffic from the new 2000 homes on Ladygrove Development accessing the new road.

Long Wittenham Parish Council supports the proposed infrastructure improvements to the road network in Didcot and district. But the council believes it is essential that a new link road from the bigger Ladygrove development is built to ease traffic volumes through Long Wittenham.

Gordon Rogers
Chairman
Long Wittenham Parish Council
6th December 2021



Screenshot

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Noel Newson
Address	
Type of Comment	Objection
Comments	I attach an objection on behalf of POETS (Planning Oxfordshire's Environment & Transport Sustainably)
Received	19/01/2022 15:26:53
Attachments	The following files have been uploaded: poets-didcot-garden-town-HIF1-scheme-planning-application-response-190122.pdf

Didcot Garden Town HIF 1 Scheme: Planning Application R3.0138/21

Comments by Planning Oxfordshire's Environment and Transport Sustainably (POETS)

January 2022

POETS (Planning Oxfordshire's Environment and Transport Sustainably) is a group of senior planning, environment and transport professionals and academics focussed primarily on planning and transport in Oxfordshire.

For more information go to *www.poetsplanningoxon.uk*

Summary of Key Points

1. The package of measures which are the subject of this planning application are designed to dramatically increase the traffic capacity of this part of Oxfordshire's transport network. This represents an outmoded and inappropriate approach.

2. Implementation of these schemes as proposed would be a major strategic mistake for the following reasons:

    a) Attempting to provide unlimited capacity for motorised traffic has repeatedly been shown to be self-defeating as it encourages new and longer trips, with congestion quickly returning, but with a reduced number and proportion of trips undertaken by public transport and active modes. This would be in fundamental conflict with both national and local policy.
    b) We are in the middle of a climate emergency and there is a need to reduce carbon emissions – from both construction and vehicle use – as a matter of urgency.
    c) The Department for Transport has now accepted new values for carbon that should be applied to the appraisal of new transport schemes and this will destroy the business case of most new road schemes and reduce the likelihood of receiving funding from government in the future.
    d) The Covid-19 pandemic has had a long-term impact on travel and in particular reduced the argument for providing additional capacity to accommodate peak-time pressures.
    e) The county council's draft Local Transport & Connectivity Plan sets targets for substantially reducing current car trips which necessitate urgent action and are incompatible with adding large increases in capacity to the highway network.
    f) Providing for additional traffic on these road links would result in substantial increases in traffic on the adjoining network, notably the A415/B4015/A329 corridor, worsening congestion and environmental conditions across a swathe of southern Oxfordshire.
    g) Other piecemeal and consequential proposals for highway interventions across this corridor are under active consideration by the county council – leading to suspicions of development of an "Expressway by stealth" - and the proposals in this planning application should not be progressed in isolation from a full understanding of what that complete package of measures might look like.
    h) Implementing highway "improvements" of this kind requires substantial sums of money and land acquisition with inevitable adverse environmental consequences. Meanwhile, funding for serious improvements to public transport and active travel networks is lamentably small, and in many cases has suffered cuts.
    i) There is currently a large shortfall in funding available for transport related measures across the county, both capital and revenue, and it is inconceivable that full funding will be available, leaving some parts of the county exposed to the adverse impacts of the increased traffic that will result.
    j) High capacity, free-flowing roads are largely incompatible with the needs of pedestrians and cyclists.

3. The Didcot HIF schemes are apparently designed to accommodate unrestrained traffic movement. The county council is adopting a very different approach in Oxford. Confusingly and inconsistently, the county council is now apparently considering traffic restraint options in its assessment of the adjoining network in the vicinity of the Golden Balls roundabout, while being ready to feed unconstrained traffic volumes towards it from the Didcot direction.

4. The county council should pause progress on these schemes and address this confusion by undertaking a fundamental review of how best to plan for future movement across south and east Oxfordshire.

Background

5. In April 2020, POETS responded to the consultation on this package of measures – see https://www.poetsplanningoxon.uk/poets-didcot-and-surrounding-area-consultation-response-300420.pdf - and pointed out that the primary focus of attempting to accommodate substantial increases in additional traffic was a strategic mistake from a number of perspectives and advocated that the county council pauses and reviews its approach.

6. In the intervening period, the case for pausing and developing a different approach to accommodating movement on the local highway network has strengthened in a number of respects and these arguments are listed below:

    6.1 Attempting to solve traffic problems by building additional capacity for motor vehicles has repeatedly been shown to be self-defeating. Improving conditions for private vehicles encourages more and longer trips and a switch away from public transport and active modes. Additional trips are also made on the adjacent network leading to worsening traffic conditions over a wider area. After a period, similar levels of congestion will return to the road network and the economic justification for the investment largely undermined. Conversely, providing improved facilities for public transport and cycling will result in a new equilibrium but with a higher proportion of trips made by public transport and active modes. There is of course a need for some new highway construction in the immediate vicinity of large development, but not for an indiscriminate increase in capacity over a wide area.

    6.2 We are experiencing a climate emergency which necessitates reducing carbon emissions as a matter of urgency. Measures which result in increases in emissions clearly run totally contrary to this priority. The transition to electric vehicles will reduce direct emissions from vehicles. However, over the lifetime of a vehicle, the overall carbon impact of an electric car may still be as much as 80% of a petrol- or diesel-engined vehicle when its manufacture is taken into account. There is therefore an urgent need to reduce both vehicle numbers and use.

    6.3 New road schemes have often been justified on the basis of having a positive cost-benefit ratio. Until now appraisal of new transport schemes has largely treated carbon impacts – both during construction and from vehicle emissions - as insignificant. The Department for Transport has now accepted revised values for carbon impacts to be applied to future appraisals and this will totally destroy the cost-benefit business case – and therefore the justification for future funding - of most new highway schemes.

    6.4 The impact of the Covid-19 pandemic will have a long-term impact on traffic movements. In particular peak-hour trips will continue to be much lower than in the past. The case for increasing highway capacity to relieve peak-hour congestion, on which much of the justification for these proposed measures has been based, has therefore been totally destroyed.

6.5 The council's draft Local Transport & Connectivity Plan (LTCP5) includes ambitious targets to ***"Replace or remove 1 out of every 4 current car trips in Oxfordshire by 2030"*** and ***"Replace or remove 1 out of every 3 current car trips in Oxfordshire by 2040"***. Providing a huge expansion of highway capacity and accommodating large volumes of additional trips along this corridor will make an extremely difficult challenge many times harder. While some restraint measures are being proposed for Oxford city, new road capacity is still being provided unconstrained across the rest of the county. Even in Oxford, many of the land use allocations (e.g. for large increases in commercial development) undermine attempts to reduce car use.

6.6 Accommodating large volumes of traffic on the roads which are the subject of this application will also result in large increases in traffic on other roads across a wide swathe of southern Oxfordshire. This will result in widespread congestion and environmental degradation over a wide area. Approval and construction of these schemes therefore has implications - in terms of traffic, the environment and finance - way beyond the immediate boundary of these schemes. This is especially significant along the B4015/A329 corridor from the Golden Balls roundabout to the A40/M40, and all the towns and villages within this arc.

6.7 There have been numerous indications that Oxfordshire County Council is anticipating dramatically altering the road network from Didcot across to the A40/M40 but what the full intentions are has to date been unclear, leading to concerns that a new "Expressway by stealth" may be under preparation. This is currently leaking into the public domain in a drip-feed, piecemeal fashion which is damaging to public confidence but also an irresponsible way to plan the future transport network. The measures that are the subject of this planning application should therefore not be considered in isolation from the wider measures that would be needed to manage the impact on the rest of the network.

6.8 Attempting to increase capacity across the wider network, will involve very substantial sums of money and require substantial land acquisition to deal with consequences of additional traffic.

6.9 The recent OXIS report highlighted once again the shortfall in funding available to the county council, both capital and revenue, to fund infrastructure across the county. It is inconceivable that the additional funding needed to tackle the pressures on the adjoining network that would result from implementation of these schemes and arising from other new development will be available. As a consequence, the wider network across the whole of Oxfordshire is likely to come under even greater stress and environmental degradation; this will mean that already poor and dangerous conditions on the network for cyclists, pedestrians and equestrians will deteriorate further. Funding whether from the Housing Infrastructure Fund, developers and /or Homes England cannot be expected to meet these needs, particularly if government modifies its appraisal processes to reduce funding for carbon intensive schemes. There is currently much uncertainty about future transport funding streams from central government, including speculation that Local Enterprise Partnerships might be stripped of their funding roles. The county council needs to urgently review its approach and match its cloth accordingly.

6.10 High capacity, free-flowing road links are generally incompatible with encouraging walking and cycling, in part due to increased segregation and the difficulty and inconvenience of safely negotiating junctions that are designed to prioritise motorised traffic.

Conclusions

7. This application should be refused.

8. Although considerable effort has been invested in developing these proposals over many years, the whole philosophy behind the proposals is now totally at odds with the county council's policies and objectives and the thrust of national policies and appraisal. Their implementation as proposed would also hugely increase pressure elsewhere on the local road network with no realistic prospect of funding being available to support additional infrastructure measures to alleviate them, (even were they considered to be environmentally acceptable).

9. POETS therefore advocate that the county council pauses progress on these schemes while it undertakes a fundamental review of its transport network that:

    - reflects the developing LTCP and the measures needed to dramatically increase walking, cycling and public transport use
    - reflects changing national policies on the need to reduce car use and decarbonise transport
    - reassesses new patterns of movement post-Covid
    - takes into account growing use of the internet that reduces the need for physical movement
    - incorporates agreed development plan decisions
    - reflects affordability, both revenue and capital
    - addresses the climate emergency and the likelihood that central government will in future prioritise funding for measures that support carbon reduction.

10. Such a review is likely to conclude that a package of measures focussed on substantial investment in high quality provision for cycling and public transport would be likely to cost less, be less damaging to the environment and be much more in line with the council's and national policies.

11. POETS will also be making a submission on the detail of the flawed Environmental Statement that accompanies this application.

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Noel Newson
Address	[redacted]
Type of Comment	Objection
Comments	I attach a critique of the Environmental Statement on behalf of the POETS group. This complements the groups previously submitted objection to the application. Noel Newson on behalf of POETS
Received	21/02/2022 17:09:22
Attachments	The following files have been uploaded: poets-didcot-garden-town-HIF1-scheme-environmental-statement-critique-Feb22.pdf

Didcot Garden Town HIF 1 Scheme:
Planning Application R3.0138/21

Critique of the Environmental Statement

Consultation response, by Planning Oxfordshire's Environment and Transport Sustainably (POETS)

February 2022

POETS (Planning Oxfordshire's Environment and Transport Sustainably) is a group of senior planning, environment and transport professionals and academics focussed primarily on planning and transport in Oxfordshire.

For more information go to *www.poetsplanningoxon.uk*

Summary of Key Points

1. POETS has already made a formal submission in relation to this planning application. See https://www.poetsplanningoxon.uk/poets-didcot-garden-town-HIF1-scheme-planning-application-response-190122.pdf. This paper focuses on the Environmental Statement.
2. The Environmental Statement which has been produced in support of the application is significantly deficient in the following areas:
   a) The study area is too small and ignores significant localities which will be impacted;
   b) The analysis fails to assess the impact of the developments which the package of measures in the application is designed to facilitate and with which it has a symbiotic relationship;
   c) Too often the document claims that there would be "No significant adverse effects" which simply does not follow from the analyses which precede it;
   d) The Statement refers frequently to securing mitigation measures, without demonstrating what these might be or how effective they might be. The Statement also fails to include a number of required elements, including an Archaeological Assessment, Dust Management Plan and Construction Environment Management Plans;
   e) Alternative packages of measures have not been assessed properly to the degree required by the legislation;
   f) The county council has failed to demonstrate that those within the organisation responsible for determining this application are totally separated from those who have prepared and submitted the application – a fundamental requirement of the legislation.
3. As a consequence of all these failings, the Environmental Statement needs to be withdrawn and resubmitted and the planning application cannot be determined until this has been undertaken. To do otherwise would leave the county council open to legal challenge.

Detail Points

4. The study area is inadequate because the Scheme is bound to affect two important locations which are not assessed. These are Abingdon, about 2km west of the proposed Culham Roundabout on the A415, and the Golden Balls Roundabout on the A4074 Oxford – Crowmarsh Gifford road, which is the subject of a separate proposal by OCC. These omissions, particularly of Abingdon, render the Assessment implausible. Traffic between Culham and Abingdon, the A34, the west and north has no available alternative route.
5. The A415 is already heavily loaded and congested, crosses Abingdon Bridge (scheduled as an Ancient Monument) and goes through Abingdon town centre and its conservation area (containing many listed buildings) where air quality issues already pose significant harm to human health. To fail to assess the effects of additional generated traffic is irresponsible and unacceptable.

6. The Environmental Statement (ES) assesses the effect of road traffic growth on the route itself but not on that arising from the development for which the Scheme has been designed and for which it is funded. The symbiotic functional relationship between the road and the housing development it enables and which it is designed to serve means that all the effects on the environment of both the road scheme and the related development must be considered for the ES to have any validity.
7. The failure to do so appears to be contrary to the 2017 Environmental Assessment Regulations and suggests the ES as it stands is an invalid exercise. It also calls into question the lawfulness of both the ES itself and any future planning permission which relies on it. This could lay the planning authority open to an application for judicial review.
8. Most of the Chapters of the ES, including that on Climate, conclude there would be “No significant adverse effects” as a result of the Scheme and, in many cases, the conclusions simply do not follow from the summaries of both construction and operational effects in those Chapters. This is an almost unbelievable situation for a significant road scheme and suggests a lack of objectivity in those who produced the report. This, if confirmed, would be contrary to the letter as well as the spirit of the 2017 Regulations.
9. Many of the Chapters in the ES conclude that any significant adverse environmental effects of the Scheme (such as Dust and Construction Management Plans) can be overcome by securing mitigation via conditions on a permission for a scheme. But mitigation is not a term used in the governing EU Directives on Environmental Assessments, and Court judgments have held that a Local Planning Authority (LPA) must be sure, at the time of granting permission, that any conditions will secure (with reasonable scientific certainty) the proposed mitigation. Unless they are sure, the LPA must refuse the application.
10. Yet there are failures to submit an Archaeological Assessment Report, a Dust Management Plan and several Construction Environment Management Plans which are left to be considered by the planning application via the imposition of conditions. In the absence of such information in these cases, it is therefore uncertain whether mitigation could be secured through conditions. The omissions of means to ensure the avoidance of harm to the environment and human health would thus make the ES invalid and any related permission could be open to judicial review.
11. Alternatives to the Scheme are required to be considered in an EA, but the language and approach of the ES is heavily skewed to favour a roads-based outcome from the outset. Inadequate consideration is given to active travel and no consideration at all to light rail/tram/rapid transit options which are widely employed in major housing extensions in Germany, Holland and Sweden for example. This failing has been highlighted by the report from Transport for New Homes, a Community Interest Company, in its latest report, “Building Car Dependency” (see https://www.transportfornewhomes.org.uk/wp-content/uploads/2022/02/Building-Car-Dependency-2022.pdf?utm_source=TfNH_website&utm_medium=website_pdf&utm_campaign=report_launch). Of direct relevance to the Didcot Scheme, this report (page 14) says: -

> *"At Great Western Park, buses took a relatively short time to go to the railway station. However, travel to the large number of new hi-tech and science parks in the Greater Oxford area was often less direct. With the fast-expanding Didcot Garden Town and other towns around Oxford, it was obvious from our visits that the whole Abingdon, Didcot and Oxford area itself needs a much more coherent urban and suburban transport network".*

12. The Introduction to the Non-Technical Summary appears to prejudge the outcome of the ES, influencing the minds of non-professional readers unless they are determined to read and take an independent and objective approach to the evidence. This is a serious deficiency in a document which the 2017 Regulations require to be objective in order to inform the general public, and especially so where the Scheme is being promoted by the County Council.

13. The Regulations require that where a body responsible for authorising the proposed development subject of an ES is part of the same organisation as the promoting authority, the authority – in this case Oxfordshire County Council - must ensure that it has effective measures to separate those responsible for deciding whether to grant planning permission from its role as highway authority and promoting authority. This must not only be done, but be seen to be done and, by referring throughout the ES only to "the County Council" and not to its separate functions, the ES does not demonstrate the functional separation of highway and planning authority. This is exacerbated by the lack of objective language in the ES, which to the ordinary person would seem to be leading to an expectation of planning permission being granted. The ES should be considered as if it accompanied an application by a private developer, and that nothing any other part of the County Council may have done should have any bearing on the planning merits of the Scheme.

Conclusions

14. In view of these serious flaws in the ES as it stands, the planning authority should require that a new ES is prepared to address these errors and preferably commissioned from different consultants. Until then it would not be appropriate for any related planning application to be granted permission.

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr David Holt
Address	
Type of Comment	Objection
Comments	The Climate crisis is real, it is already here and there is a disconnect between what needs to be done or not done and what is being proposed in the LTCP. My main purpose in writing 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. I am firmly opposed to this proposal as are many other individuals and organisations. This proposal needs a major rethink and hope you will recognise that: 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". This proposal is now over 6 years old and I recognize that huge resources have been put in to getting this far but throwing good money after bad makes no logical sense. 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. This road will not reduce congestion. Repeated research over the past decades shows how new roads generate traffic. 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. This proposal hasn't followed government guidance on Transport Appraisal nor has there been a full evaluation of all options including not building the road and public transport based solutions in line with this: https://www.gov.uk/government/publications/webtag-transport-appraisal-process-may-2018 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. 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 should reflect the LTCP principles now. The cost of this proposal and the linked land acquisitions already climbing to 294 million and is likely to require extra financing. Has a study been done on what impact 294 million pounds would have if invested instead in public transport and active travel? We appreciate that this proposal is linked to the Growth Deal and to delivery of District Local Plans. The Oxfordshire Growth Needs Assessment, one of the keystones of growth proposals made by the organizations for whom GDP is the Holy Grail, 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. New and genuinely affordable housing is desperately needed 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 set out above. The Oxfordshire 2050 draft offers different approaches - such as the focus on development around transport hubs . Endlessly building new roads to play catch up with a moving target is demonstrably futile. 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	01/02/2022 09:11:48
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr David Holt
Address	
Type of Comment	Objection
Comments	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. 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. There is no evidence that this road will reduce congestion. Repeated research over the past decades shows how new roads generate new traffic. 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.
Received	01/02/2022 09:11:48
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Peter Ewart
Address	
Type of Comment	Objection
Comments	The age of explosive traffic growth is over. It is evident our population is also NOT growing as our politicians still falsely maintain We should be thinking of better long term uses for the money to be waisted on such vanity projects
Received	04/02/2022 13:07:26
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Phil Taylor
Address	
Type of Comment	Objection
Comments	I have the deepest felt concern for the populace of the immediate area around Didcot, who have already been duped by their elected representatives into a deal to deliver 100,000 houses, all of which has been done without the 'right' infrastructure being in place. Some of the details of this application have taken NO account of the impact on the villages that lie to the north of Didcot, and the routing of the new road, and the position of its road junctions as ever has been done using theory and little or NO local interaction with people who live here. The other elements of the supposed ring road for Didcot have still not been completed, decades after they were put forward - namely the stretch linking from near Hadden Hill towards Ladygrove. The risk of 'increased traffic' through the village of Sutton Courtenay is of prime concern - no traffic modelling has been shown, and if the same criteria has been applied as was used for Great West Park in Didcot, your traffic planners didnt even acknowledge the 'need' to change the Chilton interchange, which after local discussion led by me, was implemented. Finally, and in support of the local parish councils, whom you appear to have again 'failed' to engage, there should be NO loss, deviation or change be made to any of the rights of way that are, or might be affected by this application. Perhaps you should try talking to the people who live here, publicly, and in such a way that you produce better public works.
Received	14/12/2021 11:23:38
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Miss Amy Sutcliffe
Address	
Type of Comment	Objection
Comments	Unnecessary and destructive of the rural character of the eastern end of the scheme.
Received	18/02/2022 14:09:14
Attachments	

Comment for planning application R3.0138/21

Application number	R3.0138/21
Name	Mr Robert Reichardt
Address	[redacted]
Type of Comment	Objection
Comments	1) We strongly support the opposition of five parish councils (Culham, Clifton Hampden, Appleford, Sutton Courtenay and Nuneham Courtney) to the proposed Didcot to Culham River Crossing. 2) This flawed project will increase the movement of cars, buses, lorries and other polluting vehicles and contribute to making delivery of a zero carbon economy impossible. 3) This flawed project will have a detrimental environmental impact on the Thames and the Thames path which are both of national importance. 4) The risk and frequency of flooding will be increased.
Received	20/02/2022 18:32:05
Attachments	