

From: Adrian Wear [REDACTED]
Sent: 03 October 2023 15:38
To: Palmer, Leanne
Subject: Appeal Reference APP/U3100/V/23/3326625 Didcot HIF1 Road

Dear Ms Palmer

I write to strongly oppose the above application on the following grounds.

- **Climate Change Policy**

The HIF1 road is not in accordance with policies held by Vale of White Horse DC, South Oxfordshire DC and Oxfordshire County Council on climate change and becoming net zero.

These policies look to reducing car journeys whilst the HIF1 road will not do so as induced demand has not been considered in the transport model. Evidence from past road schemes show induced demand increases emissions by 13,000 tons of co2 this is the same as Oxfordshire County Council's annual emissions. Construction will use about 8% of Oxfordshire's remaining transport carbon budget under the Paris Agreement.

South Oxfordshire DC and Vale of White Horse DC adopted a climate action plan 2022-2024 which includes delivery of zero carbon developments via their joint local plan to encourage more sustainable choices. The joint local plan recognises the importance of protecting and maintaining the characteristics of the natural environment and biodiversity. The joint plan states it responds to the need to reduce carbon emissions by locating housing development close to jobs and services to reduce the need to travel by car and working with Oxfordshire County Council to build on their commitment to active travel.

The recommendation of the UK Government Climate Change Committee progress report to Parliament was to get the UK's surface transport (considered the highest sector of emissions) on track with the Paris Agreement. To do this all UK road schemes should undergo a net zero road review like in Wales. In particular new roads should not increase capacity for cars which this HIF1 road clearly does. Oxfordshire County Council Local Transport and Connectivity Plan (LTCP) also states we need to change this to move to a sustainable transport system.

- **Out of date Traffic Modelling & Induced Demand**

The assumptions and modelling for example the traffic forecasts are extremely out of date pre-Brexit, covid and the latest committee on climate change report. The traffic modelling does not account for induced demand so does not consider increased traffic which increases noise, pollution and reduces air quality. It is therefore unreliable and even Oxfordshire County Council's own transport plan agrees that new roads create induced demand.

- **New roads known not to be the answer.**

Oxfordshire County Council already acknowledges that new roads are not a sustainable long-term solution for Oxfordshire. In the Local Transport and Connectivity Plan Oxfordshire County Council confirms road building is not long-term solution as it creates induced demand which in turn creates congestion

- **No alternatives have been considered.**

The only things considered are three routes for the HIF1 road or no road. No consideration has been given to railway, public transport, active travel etc.

- **The HIF1 road is not needed to unlock development in accordance with Oxfordshire Council Council's Local Transport and Connectivity Plan (LTCP)**

The LTCP states specific goals for reducing car use which the HIF 1 road is in direct contravention of. The planned HIF1 road does not align with Oxfordshire County Council's LTCP policy 36 on road schemes specifically parts B, D or E which cover decide and provide traffic modelling. Vale of White Horse DC and South Oxfordshire DC should be using the decide and provide approach to development in line with the transport authority and their own joint local plan.

- **Environmental Report confirms unmitigated noise damage.**

The environmental report in April 2023 confirmed the HIF1 road will impose severe, permanent, and unmitigated noise damage to Appleford homes. Oxfordshire County Council has not carried out any analysis of the existing noise in the village of Appleford. No noise assessment for alternative routes has been undertaken so Oxfordshire County Council have not considered the route for the road to cause the least harm.

- **No health and safety impact report**

The air quality assessment report admits higher traffic flows and speeds are expected on the proposed HIF1 road which could lead to higher emissions and concentrations of pollutants. No pollution monitoring has taken place in the village of Appleford. No health impact statement has been carried out to confirm that the road doesn't pose a health risk to the residents of the village as required by Oxfordshire Council Council's LCTP.

In June 2023 Oxfordshire County Council announced that air pollution is the biggest environmental risk to public health so much so that it aims to lower emissions of air pollution, reduce vehicle usage and establish homes and schools away from major roads this will not be achieved with the HIF1 road.

- **Road to nowhere**

The HIF1 road is a road to nowhere a major road which will increase car use and encourage commercial traffic from the A34 to end up on small county lanes at the Golden Balls roundabout. This will cause congestion and traffic reverting back to running through the local villages.

No analysis has been carried out on how this road will affect surrounding areas such as Abingdon or roads leading off from the Golden Balls roundabout.

- **Damage to the Greenbelt**

Serious damage will result to the greenbelt with destruction of more than 130 trees 27 copses, destruction of hedgerows and loss of habitat for badgers, bats etc. The mitigation measures put forward in the application have been highlighted as inadequate without sufficient information as pointed out by offices asked to comment on the plans.

The case officers report on landscape and visual impacts states inevitable and significant harmful effects only reduced in the long term after 15 years but would remain significantly adverse in the main part. The harm this scheme will cause will manifestly outweigh any benefits.

I ask the planning inspectorate and the Secretary of State to reject this application for the HIF1 road and for Oxfordshire County Council, South Oxfordshire DC and Vale of White Horse DC to honour their policies and look to more sustainable transport.

Yours sincerely
Adrian Wear